PARRY & Co.

Articulos Incomparables

1	Té Congou	La Patria	1
2	Cerveza Negra	Marca 'Chancho'	2
3	Cerveza Blanca	Marca 'Nato'	3
4	Real Holanda	Marca 'Chancho'	4
5	Oporto 'Invalid	Para Enfermos	5
6	Coñac Fino	Marca Parry & Co	6
7	Corned Beef	Argentina	7
8	Coñac Legitimo	Marca 'Chancho'	8
9	Fino Margaux	Washington Morton	9
10	Jamones Ingleses	Adamson	10
11	Jerez Superior	Amontillado	11
12	Bitters	Angostura	12
13	Salsa Inglesa	Lea & Perrins	13
14	Champaña Fino	Eugene Cliequet	14
15	Mostaza Colman	Marca 'Toro'	15
16	Cacao de Epps	Homeopatico	16
17	Jabon Windsor	Eugene Rimmel	17
18	Conservas	Crosse & Blackwell	18
19	Galletitas Inglesas	Huntley & Palmers	19
20	Oura Sarna	Tabaco y Azufre	20

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ASH SCREENS

FIRE SCREEN

Coal Vases in Brass,

POLISHED STEEL

AND

Cast Iron

ALSO

Oak Coal Vases with Brass mountings.

BAZAR INGLES

189—Florida—189.

Between Cuyo and Corrientes.

Amer Picon

BUENOS AIRES

2 m31 j30

The Standard

Nil falsi audeam nil veri non audeam dicere.
CICERO.

FRIDAY, JUNE 6, 1884.

Special Telegram

O'Gorman
TO
Standard.
Rio Janeiro 5th, 3.30 p.m.

Dantas charged to organize ministry. President and Finance—Dantas.
Agriculture—Franco Sa.
War—Pelotas.
Marine—Delaware.
Justice—Sudre.
Empire and Foreign not yet named.

ASSOCIATED PRESS TELEGRAMS.

HAVAS AGENCY

London, 4th.

The besieged in Souakim have vigorously repulsed several attacks by the Mahdi's troops.

Paris, 4th.

The French troops in Tonkin have taken Luyen-Koung the only fort remaining in the hands of the rebels.

New York, 4th.

The Republican Convention to name a candidate for the Presidency met yesterday in Chicago, but the result is not known yet.

PRESS TELEGRAMS

Berlin, 4th.

The colonial policy of Germany has been the subject of frequent letters from the Crown Prince to Chancellor Bismark. On this head the Emperor has said. "The last great work of my reign is the establishing of the social policy of the Empire; the colonial policy will be the work and the glory of my son."

Montevideo, 5th.

The Health Board have abolished quarantine from to-day.

Senate has voted 20,000 pats for a statue to General Rivera.

A long Cabinet Council was held yesterday about the Banco Uruguayo. Only £200,000 of the capital will be reserved for this market.

The meeting of Bondholders yesterday did not arrive at any conclusion. Government refuses to acknowledge the "personaria" of the Committee.

Orion arrived from Liverpool.

Rosario, 5th.

Dr. Pedro Rueda was attacked last night in the street by two men in 'ponchos' and severely beaten.

This assailants ran away, but one of them was subsequently captured.

REVIEW FOR EUROPE.

The great event of the fortnight has been the inauguration of the National Andine Railway to the town of Mendoza, capital of the great province of wine and grapes. The completion of this Section of the Andine Railway reflects great credit on the National Engineers' Department; the line has been rapidly laid down and is well made, but unfortunately there is not sufficient rolling-stock to open it to the public, as all the waggons are taken up by the Government to convey railway materials for the further extension of this great trunk line to San Juan. The importance of this Andine line cannot be exaggerated, and it relies on a steady growing traffic which will before long pay the Government a handsome dividend on the capital employed. These public works of the Argentine Government represent millions of sterling and, although for the moment there is little or no return on the capital in some instances, the prospects are most satisfactory and the Andine line will pay well next year when rolling-stock has been supplied to convey the produce of the Cuyo provinces to Rosario and B. Aires.

President Roca inaugurated a score of new public school buildings last week with great "eclat." About twenty thousand children attended the ceremony. The Board of Education has managed to put aside enough money to complete all these new buildings, and about twenty more new schools are in course of construction and will be completed next year. All these edifices have been built with economy and ample accommodation for the many thousands of children attending the Municipal schools.

The Municipal problem has not yet been solved and the Board continues to act in open hostility to the Lord Mayor. Happily the seed of dissension is beginning to tell on the Board, and dissolution is imminent. The members have quarreled amongst themselves and several resignations are talked of. Matters have assumed such a serious phase that duels are rumored in connection with this discreditable affair. The Board is doomed to disappear and the entire population anxiously await the withdrawal of the unpopular body from the public arena.

The National Minister of Finance Dr. Plaza, is busily engaged drawing up his new bill for the creation of a National Mortgage Bank, a scheme that meets not only with the support of the market but with that of the whole country. In the interior of the republic the want of this hypothecary establishment is very much felt. The capital of the new concera shall be fixed at twenty million dollars, which will probably be secured by bonds issued by the National Treasury. The subject is occupying the attention of the market and the bill, it is expected, will meet with favor in Congress. Mortgage offices, it appears, will be opened in all the provinces, and the business will be connected probably with the National Bank. This Mortgage Bank will do for the Interior what the Buenos Aires Mortgage establishment has done for this province.

The several railway schemes proposed to the Buenos Aires Government have not been discussed by the Chambers. The Honoré and Bowen proposal will soon be submitted to the Legislature and the Government is studying the Bemberg Heimendahl scheme. The new Government does not view these bills with very favorable eyes, but there is a moral obligation on its part to support the scheme of Messrs. Honoré and Bowen. The intrinsic merits of this proposal have been discussed at length in these columns and no further remarks are necessary in the matter, but the delays in bringing forward the bill are inexplicable and point to some indecision in the Government. The Province of Buenos Aires wants these new railways and the refusal to sanction their construction would be a retrograde movement on the part of the Government and the Chambers. All the railways in the province are paying splendidly, and estancias increase as fast as the rails nailed down on the extensions. The Bahia Blanca section of the Great Southern Railway is doing a large traffic business already, both in passages and goods.

The Provincial Government has already drawn up the budget for 1885 and the bill has been sent to the Chambers. Ways and means are estimated at no less than $11,620,000 m/n; expenditure has been fixed at $11,490,000 m/n. This immense budget shews that the prosperity of the province has in no manner suffered by the cession of this city to the National Government. The revenue has never been so great as at present and expenditure increases "pari passu," a melancholy fact as the new Government might have seized this opportunity to reduce taxation and somewhat lighten the burden that weighs upon the province. The new Governor, meantime, promises great economy in his Government, and people who take the will for the deed may be satisfied, but others deplore this great expenditure which represents no less than one-third of that of the National Government. Owing to successful seasons the farmers do not feel the burden of this growing taxation as yet.

The Argentine Government has erected a light-house on States Island, at the tail end of the continent, at a point called San Juan del Salvamento. This light will prove a great boon to shipping and disasters at that point will be fewer in the future. The South Sea cruising expedition of the Argentine Navy has given most satisfactory results and shews what great strides Argentines have made in naval matters. The services of the navy are becoming daily more important and the majority of the war-vessels are now employed buoying harbors, cruising or watching the coast. The gunboat Constitucion has finished the surveys in San Blas Bay and her commander, Martin Rivadavia, has forwarded plans, surveys and charts, which will all be published in the Navy report of the Government. This gunboat was two years employed making the surveys of the harbor.

The weather has been rainy and most favourable to the sheepfarmer and estanciero. The camps in the North and South are in splendid condition and both sheep and horned cattle are fat. The increase in the flocks is very large, and new lands and estancias are daily sought to stock the surplus. Good lands, therefore, at a reasonable distance from the markets of consumption, are in steady demand at rising prices. The season augurs favourably for all and the state of camp affairs could not be more satisfactory than at present. The only drawback is the limited market for the sale of beef. Every estanciero in the country has 'novillos' for sale, but sheepfarmers have had a most profitable year and look forward to a still more satisfactory one. The agriculturial farmer expects an immense yield of linseed this year. Wheat has not been cultivated on last year's large scale.

The political horizon is cloudless, in spite of the frantic efforts of a few deluded politicians to create an Ultramontane party, which would necessarily entail the appearance of a Liberal one. Happily, in this country there can be no struggle about principles, as the framers of the constitution of the nation were wise enough to leave no room for controversy of this nature. There is, nevertheless, some ferment in certain small circles, but the seething feeling of these too tolerant, charitable and disinterested politicians cannot infect the people, who are too prosperous, and have too much common sense, to be caught in the net of very good intentions, but, unfortunately, weaved by such equivocal means as to inspire slight distrust.

The financial state of the market shews no important change. Money rules abundant owing to the liberality of all the banks. Although stocks are weak their quotations are still very high. The rate of Exchange is kept at par by the policy of both State banks, but as usual at this time of the year, the market rules weak. The rate, nevertheless, is somewhat higher than last winter.

We quote the following rates of exchange per mail;

London—47⅞.
Paris—5.0.
Antwerp—5.01.

MONTEVIDEO.

Affairs in the Banda Oriental follow the even tenor of prosperity that has been such a remarkable feature of the season—the most prosperous in the history of the country. Sheepfarmers and estancieros, agricultural farmers and the mass of the people are on the crest of a wave of wealth. The Banda Oriental has enjoyed a far better season than the Argentine Republic; the estancieros of the former have sold all their "novillos" at high prices, whilst those of the latter have millions on hands without any prospects of finding a market. Whilst Argentine cattle graziers have been steadily losing money by depreciation in the value of cows and the absence of a market for the sale of beef, those of the Banda Oriental witness the reverse—firm prices for cattle, and a large market for their oxen. Under such circumstances none need wonder at the great advance of the Banda Oriental, under the aegis of a strong and progessive Government.

A Cabinet Council was held on Wednesday on the Banco Uruguayo scheme—a concern that will meet a very great want, in Montevideo especially. It appears that only one million dollars of the capital will be offered to the public of Montevideo for subscriptions; many millions more might be raised in the Mount. The success of this great scheme is awaited with anxiety.

The Board of Health has issued an edict removing quarantine on vessels from Brazilian ports, as the yellow fever in Rio is on the decline and very few cases are reported. The Buenos Aires Board will follow example, and the nuisance will be removed until the end of the year.

Engineers are already busily engaged making the surveys of the port. These port works will scatter millions in the Banda Oriental, and when finished will be a boon to shipping. Montevideo will then become a first-class harbour, safe in all weathers for vessels of great draught of water.

The stock market rules firm, but speculation is dull. Unifieds, Deuda Amortizable, Progreso Oriental, etc, all shew a steady advance. Six hundred thousand dollars of Unifieds were shipped this week to London by the Royal Mail steamer, and further remittances are talked of. These remittances have not left the great margins anticipated, but Unifieds in London are bound to rise in view of the steady growth of the country and the prosperous state of the market.

Great interest is taken in the political crisis in the neighbouring empire. The Brazilian interests in the Banda Oriental are many and important, and all look on the movements in the Rio Court with lively interest. It is opined that the fall of the Ministry does not imply that of the liberal party, and that the conservatives will not be strong enough to get in. The appointment of Mr. Dantas confirms this opinion, and the fourth Liberal Cabinet is now being formed. To judge by the tenor of late advices this cabinet will be short-lived.

THE MENDOZA RAILWAY INAUGURATION.

RUINS, RUINS, RUINS.

VI.

It was a most delightful evening; the last rays of the setting sun gilded the tops of the mighty Andes; the noise and fuss of the 25th of May celebration had died out; the streets of Mendoza were still thronged with people and lively with coaches, driving about in every direction: We thought it a fit moment to make a pilgrimage to the ruins of the earthquake-destroyed city, and, calling a cab, we started in company with Mr. Tedin, the manager of the Tucuman Railway, for the hecatomb. We had not to drive far, as the present city was built so close to the ruins that now the very streets of the new town reach the fallen churches, and we noticed new houses building over the very sites of the destroyed dwellings.

Indescribable were our first impressions of the scene. The callous coachman drove us over the tumbled piles, as far as his coach would go, with the same nonchalance as if driving us to the railway station. We had prepared ourselves for the scene, but the magnitude of the wreck, the appalling evidences around of a desolation that to us seemed without a counterpart, surpassed even our imagination, and we got out of that coach with feelings of awe and wonder that defy description. We stood in the aisle of the crushed Cathedral. Its broken pillars, ruined arches and split and tumbled fragments of walls covered the site. Here on this very spot, before the altar of the Most High, the people were kneeling when swept into eternity. The church ceremonies of Holy Week were going on at the time, and hence the temples were more crowded. The sacrifice was complete, for those who escaped to the street were buried as instantaneously as those who knelt at that altar and never lived to end their prayer. The gable end of the church still stands, testifying, with its melancholy, gaunt outline, the once noble dimensions of the temple, and the awful power of that shock that tore into shreds such masonry, such walls. Even a portion of one of the windows stands, which gives one an idea of the splendour of this fallen church. The street in front was once the Calle Florida of Mendoza. Here were all the fashionable shops and houses; along its sidewalks the people every evening promenaded; today this street reminded me of the "vasura" district of Buenos Aires: not a house, not a wall, or a door, or a window stands; fifty other streets of this earthquake city are the same; the walls of the houses appear to have fallen outwards and were thus piled up on the sidewalks and middle of the streets. We passed from one church ruin to another. Seven churches perished on that awful summer's evening, and the remains of the victims have now for 23 years slept undisturbed beneath the fallen walls, etc. They are now building so much in the new city that the bricks and stones are being dug out and sold; and these excavations bring to light the bones of the victims. The "peones" pull up every day bones, skulls and even entire corpses; almost every stone dug up brings with it a human bone. Of course it is idle to attempt to identify the remains, yet it seems to us that nothing can justify such conduct. The friars of Santo Domingo have managed to build a new convent and church hard by, from the ruins of their old premises, and we noticed piles of large stones dug from the ruins, which the coachman said were for sale.

Of the private houses gone down we could learn little. One party, who had a most miraculous escape, pointed to me the site of his once happy home, where his sister-in-law perished whilst playing the piano. Another, who stopped to light a paper cigar in his garden, escaped, whilst his entire family, who had just left one of the churches at the conclusion of the prayers, perished in the very street where we stood, the young mother with even the very baby at her breast. Such scenes, such anecdotes of so dire a misfortune, freeze the very blood to think on or narrate.

One of the members of our party from Buenos Ayres, a young Deputy, was a child at the time. He was put to bed early, and his aunt sat beside him reading him to sleep. She rushed out at the first shock and perished; the child, ignorant of the danger, remained in bed and was saved by the long black rafters that fell over his bed. Another, a little girl confined to bed with fever, jumped up and in the fright got under the bed, and was thus saved.

It would indeed fill a book to publish all the heart-rending stories and anecdotes. Our coachman told us that even now, when Holy Week comes round, many of the inhabitants, so overcome with the memory of the disaster, either leave the city and go off to the country, or take to their beds and send for the doctor.

The Friars of Santo Domingo have built a decent-looking church, up at the edge of the ruins, but for years few people could be got to enter it, and very possibly much of the irreligion of the people is attributable to the fears still entertained about the churches. The earthquake shock, to judge by the scene around after the lapse of so many years, must indeed have been awful—the whole city fell like to a little child's house of cards. Never in my life before did I survey so awe-inspiring a scene. There was, however, one thing which mocked the earthquake, the wreck of matter, and the crash of worlds. One sole object survived the ruin, there it stood before us, as noble and as grand as before the earthquake took place; a grand, noble, lofty, old pine tree; it seemed to stand out in still bolder relief amidst all the ruins around of man's art and industry. The earthquake had not the least effect on it, and with superstitious awe the few survivors of that dreadful night look on that splendid old tree. The photographer's art has given some fugitive respectability to the heap of ruins around; the most prominent feature in the picture is the old pine tree, which nature spared as a proper monument over the tombs of so many of our fellow beings.

The shades of evening were falling fast as we left this never-to-be-forgotten scene with Mr. Tedin. We had come from Buenos Aires to inaugurate a railway, yet in truth we had inaugurated new feelings of the human heart, new sensations, new humilities. Great and noble and soul inspiring as are the first sight of the Andes and so many new sensations, the buried city eclipsed all. Death in its most terrible and absolute form stood as it were handing me into the coach. At no other moment in life, on no other spot in the wide wide world had I so witnessed the omnipotence of His rule. The yellow fever epoch in B. Aires was indeed awful, but this city of death was still more terrible. We read in newspapers of earthquakes, we publish the details, but who of all of us, readers, printers, publishers and editors, can realize one tittle of the magnitude of their desolation. Whatever mysticism exists in the human heart, it is intensified by such scenes as those we then witnessed. Everything as we drove back to the city wore for us a changed aspect, even the very Andes in the distance, and we hurried back to the Club House to join a gay dinner party, glad to escape from reflections which bewilder the brain and unmoor the soul from feelings which we imbibed with the mother's milk.

LATEST FROM MISIONES.

Misiones, now-a-days, offers a most striking example of advancement. We refer to this material, economical advancement which, in young and rising countries like ours, is the only possible one for many years of judicious labour.

Forests and woods are now being cleared away, and it has been decided that the country shall be well worked as soon as bridges are built across the deep rivers. During the last three years the proportions of wealth havo developed in a most notable manner. Forests are rapidly disappearing under the honest pioneer's axe, and immense plains are commencing to be seen, which, owing to their great fertility, will soon require colonies, and thus assure the country of a magnificent future.

Numerous are the complaints made in Misiones. We will only give here those that particularly attract attention: the great extent of virgin forests, the indolence, misery, ignorance and inexperience in agricultural and industrial pursuits: the total absence, as a natural consequence, of the necessary commodities of ordinary life with which the meanest inhabitant of other towns is provided; the Paraguayan and Brazilian deserts that surround the country in the greater part of its limits; and, above all, the want of bridges across the rivers, which become torrents during the rainy season, the great difficulties of water carriage (the Parana, a river suitable for ships of great bulk, is crowded with Indian canoes and occasional "balandras," from the town of Posadas), the immense distance, which is still more felt by the absence of steamers, that separates Misiones from National and foreign markets. Notwithstanding these serious obstacles, great, indeed, for the farmer who wishes to settle down, we shall say nothing of merchants and business in general—still buildings are advancing rapidly, woods are disappearing, and the lands are ploughed and laid out for the planting of sugar-cane, maize, mandioca, rice, potatoes, vegetables and other productions. But the great agricultural production that will occupy the first rank in the devel lopment of the general wealth of Misiones will certainly be the sugar-cane. It will give a splendid future to Misiones. It will monopolise men and capital, for hardly have they begun to work than already their hopes are in favour of the great results which the sugar-cane is bound to produce some day.

Misiones is admirably situated. The plantations are principally on the banks of the rivers Parana and Uruguay, with anchorage in the first river for ships of great draught. Men are easily obtained, and their wages are not high. The Parana is navigable the whole year round. As for the difficulties offered by the Uruguay, they will be overcome by a railway, when, as in Tucuman and Santiago, it becomes necessary. The sugar-cane plantations have grown without the slightest impediment to its development.

This strange fact requires an explanation. These lands of which we are speaking have existed for hundreds of centuries under the shade which immense forests procured them; they are, consequently, pure *humus*, their humidity, depth and freshness astonish everybody. Moreover, an abundant dew is deposited on the land every day.

The sugar-cane plantations are divided by rows of trees of 50 yards in width; this measure has been adopted in order to avoid all the damages to which plantations are exposed. The distance from the plantation to the ship is 100 yards.

Wood for houses, furniture, carriages, etc., as well as the fuel employed for the engines of the factories is taken from the groves which surround the plantations.

The sugar-cane grows prodigiously. It has been calculated that one hectare can yield 10,000 arrobes. The average duration of the sugar-cane is 8 years. Dr. Gelling has obtained many interesting calculations by means of the polariscope, an instrument of great accuracy. We have seen plantations of five years in all the strength of their freshness and maturity.

The development of the sugar-cane industry has now commenced. There are already five factories now being built, three on the banks of the Parana and two on the Uruguay, the former belonging to Colonel Roca, Messrs. F P. Fernandez, Mr. Henry Pieck and Dr. M. Goyena. The latter to Mr. A. Hardy and Messrs. Kenny. Temple and Co.

Lands, topography, materials and general administration are excellent; but how many obstacles had to be overcome before they were so! We have visited Misiones, and we are well acquainted as well as interested with everything that is pushing it towards prosperity.

The number of hectares ready to be cut down here in Posadas is 45, and that of those ready for seed 100. Consequently by the end of next August there will be a plantation of 145 hectares.

The idea of the proprietors of this factory is to make "aguardiente" of the cane that remains over after the sowing. Great deposits have been built this year, of wood, taken from the groves of the plantation.

The staff consists of two engineers, one general director, one director of the plantation, eight carpenters, four blacksmiths, one "mayordomo," 250 peones, boyeros, etc. Every month the wages are paid.

We now come to Messrs. Pieck and Fernandez. Their plantation is situated at 2,000 yards from the banks of the river, inland, and is of immense fertility; but the place destined for the machinery, administration and stores has been chosen on a slight elevation. Wood is being worked and prepared.

The plantation comprises 30 hectares, together with 80 hectares of land ready for seed this year. There is a fine wood near it, crossed in all directions by cart-roads. The port is open, deep and in the form of a bay. Work in this plantation has been given this year to 14 families.

Dr. Goyena has placed his money on "Aoca-guazu," a river of great depth and volume. He has cut down 30 hectares on a magnificent plateau of half a league in circumference. The lands are very fertile. As soon as possible he will start a plantation and prepare new lands for the coming year, and it is said that he has already ordered machines from Europe.

With regard to the plantations on the Uruguay, the news we hear from them is splendid. Messrs. Kenny, Temple and Co. have 46 hectares planted and 50 are prepared. The machines have already commenced to work the sugar-cane and to make *aguardiente*. We have tasted the first, and must say it is far superior in taste, quality, etc, to the sugar imported from Brazil.

Mr. Hardy is actively at work. He has the same number of hectares planted and prepared as Messrs Kenny Temple and Co.

The present condition of the sugar-cane plantations could not be better. In two years (1882 and 1883) a thousand hectares of wood have been cleared to plant sugar-cane.

Wood for building has already been cut, and prepared. There are many more plantations, from 4 to 6 hectares that constitute the riches of an infinity of poor families from Posadas, Candelaria, Santa Ana, Conception, San Javier etc.

The colonies recently planned by Señor Fernandez have lands suitable for sugar-cane plantations, and enjoy the advantage of being in the vicinity of the others already mentioned.

In the next correspondence we shall dwell upon points already mentioned.

Figaro.

REPORT UPON THE UNIFICATION OF LONGITUDES AND A UNIVERSAL TIME.

(Continued.)

The fifth resolution has reference to the purposes for which the universal time is needed and the limits within which its employment is desirable. A distinct understanding of these is necessary to avoid serious misconceptions on the part of the public.

It is neither proposed nor desired to introduce any other system of time than the local, for the affairs of daily life. It would be ridiculous to give the name of noon to an hour when the sun is low in the heavens, or below the horizon; and any attempt to make an essential change in public usage in the measure of time would be sure to fail, as indeed it ought, unless the motive were very strong and evident. The reports of the committees and the resolutions of the conference, both, express in the most distinct manner the undesirableness of any change in the local time. What they do propose is the introduction of an additional system by which the moment of *absolute* time may be distinctly expressed without consideration of any purely local circumstances. In short, it is desired that, for those cases in which it is now necessary to employ a system of time other than the local, this deviation shall be according to one single rule for the whole world, so that the same instant shall everywhere be designated in the same way. Thus, for example, the moment of transmission of two telegrams sent simultaneously at noon from Buenos Aires to Boston and to Vienna would now be recorded at one place as 11h. 9m. a.m, and at the other as 4h. 59m. p.m. Yet it ought to be recorded alike in all three cities. So, too, a passenger who leaves Chicago at 8 a.m, and makes the trip to New York in precisely 24 hours finds the time to be nearly 9 a.m. on his arrival; while one starting from New York at 8 a.m. and also making the journey in 24 hours, arrives at about 7 a.m. These facts are not subject to human control, and there is no attempt at interfering with them by the adoption of the proposed universal time, but the railway management requires for its own use a mode of timekeeping by which the same speed shall be represented by the same number of hours and minutes, irrespective of the direction of the motion. It is already customary to employ the time of some one place, for use at all, in order to attain this end; and the measure now proposed is simply that some one meridian be selected by common consent for use everywhere—thus securing complete distinctness in the designation of any moment of time. It is not for public use, but for the internal administrative service of telegraphs, railroads, steampackets, and the like, also for those events and observations which it is important to record according to one identical standard of time throughout the globe, and its equivalent in local time is to be given to local communities.

The meridian recommended for that of the universal time is the one that is distant by 12 hours from that of Greenwich so that the beginning of its day shall coincide with the instant of Greenwich noon. The inconvenience of the change of date, now necessary for ships crossing this region, by adding or omitting one day, according as their course be eastward or westward, will be avoided when this meridian shall be adopted by shipmasters as the zero for the universal time, counted up to 24h. The terrestrial meridian, at which this change can most advantageously be made has never been properly fixed; and in actual usage it varies in different latitudes and with vessels of different nationality. That now proposed traverses no land other than a very small portion of the uninhabited Russian territory adjacent to Behring's Straits. New Zealand and the Fiji Islands are on the western or Asiatic side of this meridian; the Tonga and Friendly Islands are on the eastern or American side. This arrangement satisfies all the necessary conditions.

It is my belief that an accordance of all governments can be obtained in this matter of international time, with the same unanimity as in that of a common prime meridian; I anticipate little difference of opinion upon the subject in the Washington Convention. The only probable discordance is relative to details in its application.

An obstacle has nevertheless unexpectedly arisen in the United States, within the last few months, by the introduction, in many places, of a new system which I cannot but consider ill-judged and even mischievous; although it was designed to obviate the same difficulties which have prompted the suggestion of a universal time. The endeaver has been made, with considerable temporary success, to force into general use, in the interest of the railway companies, a system of time which is neither universal, local, nor scientific. Dividing the continent into sections by the meridians midway between those of 4h. 5m. 6. h. 7h. and 8h. from Greenwich, it is attempted to introduce throughout each of these sections one and the same system of time for use both by the railroads and by citizens in their daily life. The time employed is that of Greenwich for the minutes and seconds, but using that hour which is nearest to the local mean time. Thus in Boston, which is 4h. 44m. 31. to the west of Greenwich, all the public clocks have been retarded by 15m. 29s., and in Washington, which is 5h.8m. 12s. from Greenwich, all have been advanced by 8m. 12s; so that the clocks in each city show Greenwich time diminished by five hours. In the same way it is proposed that the public time-pieces in Cincinnati, Chicago, St. Louis, Nashirville, New Orleans etc. shall be set to Greenwich time diminished by six hours; and so on. The accordance of the public clocks thus obtained for the various cities in the same section is a matter of some convenience for travelers and great advantage for the railroads; but it is secured by sacrifices which not only outweigh these advantages, but are in fact quite needless, since the desired end can be better attained by the total abandonment of any attempt to force an erroneous standard of time upon the community, and the adoption of the recommendation of the Geodetic conference.

(To be concluded).

THE IRISH ORPHANAGE

STANDARD LIST.

Received from Mr. John Duggau 40$ m/n. June 5th, 1884.

Mrs. Murphy, Lujan, for M. Keegan	8.40$m/n
Mr Williams, for his children	12.40
Collected by Miss Maggie C. Murphy, (Salto)—	
Mr. Wm. Murphy	500$ m/n
Miss Maggie ,,	200
Clement B. ,,	10
Fanny Kehoe	50
Mary Gahan	50
Kate Parle	50
Mr. Brown	50
Mr. Costa	50
Thomas Devereux	50
Thomas Kehoe	50
Christopher Lacy	50
Francis Codd	50
Wm. McDermott	50
Edward Murphy	50
Thomas Roach	40

BUILDING FUND.

SUBSCRIPTIONS.

Collected by Tomas Naughton—	
Rev. Samuel O'Reilly	1000$ m/n
Mr. Tomas Naughton	1000
Laurence Murphy	1000
Laurence Hurley	500
Patrick Cleary	500
Llorente Cildoz y Garcia	500
Wm McLoughlin	500
Michael Rourke	250
Patrick Rourke	250
James Murphy	250
John Coghlan	100
Jose McLoughin	100
Tomas McDonald	25
Edward Murphy	250
	6225$ m/n

Convent Sacred Heart,
June 5, 1884.

Received from Mr. E. T. Mulhall the sum of $699.09 m/n, being the amount of the following collections and subscriptions:—

	$ m/n
From the Ham Estancias, as per list	292.43
Rev Samuel O'Reilly	82.66
Messrs. L. Garrahan & Bros., as per list	324.00
	699.09

E. McGLOIN.

Both Houses of Congress will soon sit daily. The Senate will sit in the old Provincial Government House in Calle Moreno, and the Deputies remain where they are.

EDITOR'S TABLE.

This is our Packet Edition for the Nord America. The mails will close to-morrow at 1 p m.

Next Thursday, the 12th, will be the Feast of Corpus Christi, and the Archbishop begs that those families who have quintas or conservatories will be good enough to send some flowers to the Cathedral for the occasion. The Procession will leave the Cathedral on that day at noon, (weather permitting) and go round Plaza Mayo.

The National Senate Committee have recommended a new and more sweeping Bill for Municipal Reform, in place of that recently sanctioned by the Deputies, rescinding Art. 56 of the Organic Law. The Committee meet again to-day to discuss this important matter.

The law's delays and tributes in this country are very trying on the nerves. Last November Mr. G. Molino paid thirteen National dollars too much for Contribucion Directa. The error was admitted by the officials, but only this week has he succeeded in geting his money back— minus 4 1/2 dollars for stamps.

There was another fire (the third within a week) on Wednesday night in a lodging house in Calle Reconquista. It was a small affair however, and the damage done was confined to the utter destruction of a venerable four-poster bed.

Dr. Plaza, the talented Finance Minister of the Nation, is quite recovered. He was at the Government House on Wednesday, and in the evening held his first reception for the winter, at which a crowd of notabilities were present.

Corrientes has always been a warm corner for editors. The latest advices from that city state that our esteemed colleague, the editor of the *Guarani*, was in hot water for having criticised, not wisely but too well, the military parade on the 25th. ult. The punishment inflicted on our brother of the pen was rather comical: He was taken to the barracks and put astride on a cannon in the "patio." The sun was so hot that our colleague fainted, and he was then put lying beside the gun until sunset, when he was told to go and write no more—especially on military subjects.

The Politeama (the largest theatre in the city) was filled to overflowing on Wednesday night at the benefit of the famous clown, Mr. Frank Brown. Such was the demand for boxes and seats that all were sold early in the day, and a notice was posted up to that effect. The performance was excellent, and Mr. Brown received, in addition to unbounded applause, several costly presents.

A Spanish lawyer named Alonso Rey has disappeared mysteriously. He lived in a hotel in Calle Moreno, and, the landlord deposes, was most regular in his hours and habits till the 27th ult. when he left the hotel at 10 a.m. and has not since been heard of. The missing gentleman was a political refugee, and lived for two years in the hotel from which he has disappeared.

Many changes have taken place in the management of the Southern Railway, the most recent being the removal of Mr. Roberts from the charge respectively of the engine works and of the stores—the former post, that of engine superintendent, now being filled by Mr Alfred Evans, previously of the Lancashire Railway, England; and the latter, that of stores manager, by Mr. Brucer, a gentleman of much experience in the London market. Both are, we understand, well qualified for their respective posts, and great improvements are therefore looked forward to. Consequent on the separation of Mr Roberts from his old colleagues, a movement has been set on foot to present him with some token of regard, and among the large body of over 1000 workmen they have collected the handsome sum of $207 m/n. A meeting was held last night at the California Fonda, under the presidency of Mr. John Hopwood, the foreman, to decide on the shape of the testimonial, and the presentation will take place at the works to-morrow.

Mr. Chas. W. Witte requests us to contradict the statement by a colleague that the sailors of the Capitania were the last to arrive at the fire in Mr Otto's shop the other day. Mr. W. declares they were there at 11.35 (the first)—that they did valuable service with their hose from Mr Descotte's house, passing the buckets of water from hand to hand, and that they were the first to bring water to play on the flames. Honour to whom honour is due.

Madame Lynch, after an eight years absence, has returned to the Plate with a view to recover her properties both here and in Paraguay, which, owing to the Paraguayan war she was so unjustly deprived of for so many years. We have no doubt that her rights will be recognized by the high and impartial tribunals of this country, as sufficient time has now elasped since the close of that memorable war to efface the bitter feelings that led to the confiscation of Madame Lynche's property.

The performance to-night at the Politeama will be stunnig. A new company has joined the old one, and there are now 143 adult artists, 14 children, and 70 horses!!! Hurrah, for Carlo Brothers.

A grand farewell banquet will be given to Mr. D'Amicis on Sunday next, in the Hotel de la Paz. His promised book on this country will be looked for with interest, although he has not been long enough to base much of it on personal experience.

A decree was issued yesterday authorising a call for tenders to macadamise the High road from Flores to Moron. This is good news for those who live in that direction, and who cannot now get into town on a wet day without imminent risk of being drowned in a 'pantano.'

Number 1,499 won the 20,000 pats. prize in yesterday's Lottery. The winning ticket was sold at the Agency 279 Piedad; and the 20,000 pats. prize of the Montevidean Lottery was also sold there.

The river was so low yesterday that the steamer from Montevideo could not anchor in the usual place. The cartmen did a good business carrying passengers to and from the small boats which had to lie out several hundred yards from the end of the mole.

(Continued on 4th page)

Mercantile Register
OF
Andrew R. Terry
5—Bolivar—5
Plaza Victoria
United Telephone 153

Protests of Bills of Exchange, and Promissory notes. Agreements of Societies. Sales of Business etc.
Office Hours from 10 a.m. to 5 p.m.
26 m3 xp

Guillermo A. Newland
Dentista Americano.
63—Florida—63
Esquina Piedad (altos)

A la distinguida Colonia Estrangera!

Tengo el honor de participar a Vd. que, la Sociedad de Dentistas Americanos que ha existido en Buenos Aires durante los ultimos once años, bajo el titulo de Newland Hermanos y dirigida por Don Guillermo A. Newland ha sido disuelta. El establecimiento continuara bajo la direccion del abajo firmado, quien ha introducido en el mejoras de importancia.

Espero que la distinguida clientela que me ha favorecido hasta ahora, continuara haciendolo, segura de ser servida con el mismo esmero que antes.

Aprovecho esta ocasion para repetirme de Vd. S. S. y A. S.

Guillermo A. Newland
Dentista Americano
63 Florida, (altos)
44 a7 m7

Mrs. Shoobridge
Anglo-Porteño Millinery Establishment
154—CUYO—154
Two doors beyond the French Milliner's.

Begs to inform her numerous Customers that having received fresh consignments of the latest Winter Goods, and secured the services of an experienced Milliner from London (arrived per "Mendoza") she is able to fill any orders she may be favored with. Mourning, Wedding and Camp orders executed with dispatch. Ladies' own materials made up at moderate charges.
3 m1 30

Muggeridge
&
Lightoller
SHIP-BROKERS AND GENERAL AGENTS.
Bahia Blanca.

"Hoja de Oro"

Santa Catalina,
Azul, March 13th, 1884

Tomas Drysdale y Co.

Dear Sirs,

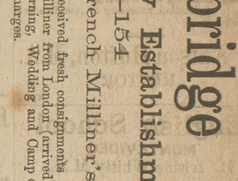
I have much pleasure in stating that I cured all my flocks this season with the "Golden Leaf Extract" and found the result highly satisfactory, and in future do not intend to use any other dip.

After first using the "Golden Leaf," I found it such a perfect cure for Scab that I recommended it to several of my neighbours who have all proved it equally good.

Yours truly
W. R. GRANT.

Unicos introductores
Tomas Drysdale y Cia.
160 m15 xp

American
Cooking Stoves



The Celebrated 'UNCLE SAM' Ranges

Awarded THE ONLY GOLD MEDAL for STOVES of this class at the Paris International Exhibition 1880, and the ONLY SPECIAL PIZER for the same, at Sydney 1881.

Confessedly the most perfect Cooking Stoves in the world. With ordinary care will last at least 15 years.

Duplicate parts always in stock.

The ease and comfort with which all culinary operations can be carried on by the aid of these Stoves with the greatest perfection and with extraordinary economy in fuel, can only be realised after actual experience.

The troubles of housekeeping become diminished by one half.

The largest and most varied Stock of Stoves and Ranges in South America, to select from

191—Calle Maipu—193
Between Cuyo and Corrientes
W. R. CASSELS and Co.
AGENTS
182 f18 xp

The Standard

ESTABLISHED MAY 1861.

Published every morning a the offices of the undersigned, 154 Calle Piedad.

NOTICE.

Standard Office, Jannary 1, 1884.

Owing to the change in the currency, notice is given that the subscription to the *Standard* will be as follows:—

	Per Month.
Subscription Daily *Standard*, City	$m/n. 1.25
" " in the Camp	1.40
" " Foreign	1.75
" Weekly, City and Camp, in advance.....	80
" Single numbers Daily *Standard*	10
" Single numbers Weekly *Standard*.....	20
Yearly subscription, P. Edition..	5.05
" " to Daily (city)	15.00
" " (camp)	16.80
" " to Weekly.....	9.60

M. G. & E. T. MULHALL,
EDITORS AND PROPRIETORS.

THEATRES

TEATRO DE LA OPERA—Compagnie Française Massenet, Samedi 7 Juin—5me. representation de 2me. l'abonnement LES BOURGEOIS DE PONT-ARCY. Comedie en 5 actes de Victorien Sardou.
A S precise.

POLITEAMA ARGENTINO, Circus Ecuestre Nord Americano, Directores y propietarios Fred. y Jorge Carlo.
Viernes 6 de Junio
GRANDE Y EXTRAORDINARIA FUNCION.
A las 8½ en punto.

SKATING RINK—Funcion todos los dias de 2 a 4 de la tarde y de 8 a 10 de la noche. Precios: Entrada de dia $m/n 0.20. Id de noche 0.40. Señoras con invitacion Gratis. Alquiler de patines $m/n 0.40.

LA FLORIDA—Domingo 8 de Junio, Gran Romeria con Bailes Españoles. Gran Orquesta. Entrada para Caballeros 40 centavos. Señoras y niños 20 cts.

The English Season
OF
1884
Manager Daniel Latham

The Company will be very large and powerful.

The Scenery and appointments costly and appropriate.

The best works of the most reputed authors will be placed upon the stage in a manner worthy of a European Capital.

The Company gives 10 performances in Rio Janeiro before the Buenos Aires season.

Subscription still open at MacKern's, Calle Florida. e j4 xp

Passionist Missions

On next Sunday, June 8th, a mission will be opened in St. Michael's chapel on Mr Duggan's estancia, Chacabuco, and on the following Sunday, June 15th, in the chapel on Mr Allen's estancia. e j4 7

BUENOS AIRES ENGLISH HIGH-SCHOOL
FOR
BOYS AND GIRLS
253—Peru—257.

THIS IS THE
Only really select English School
IN TOWN.

The premises are commodious, light and airy; they contain three large patios, one fitted up as a

GYMNASIUM

For the boys; another as a

Lawn Tennis Court with Swings

For the girls.

Pupils enrolled daily.

A few vacancies for Boarders.

Prospectuses with all particulars on application.

EVENING CLASSES

At the request of former pupils, Mr Hutton hopes to open next month

Evening Classes for Adults,

in the following subjects: English, French German, Arithmetic and Mathematics, Book-keeping, Drawing and Dancing.

Early application necessary to complete arrangements.

A. Watson Hutton, M.A.
RECTOR
xp

English School
MONTEVIDEO
H. Irwine Whitty M.A.,
Trin: Coll. Dublin.
Senior Moderator and Gold Medallist in Experimental Science
Late Senior Assistant Master
AT
King Edward VI. School, Norwich.

The School having outgrown its present accommodation will move shortly into the commodious premises known as the Quinta de los Tres Molinos, now being fitted up for the purpose.

The new premises include a large garden and playground, completely enclosed, and containing tennis court, gymnastic appliances &c. besides a large playroom and an open shed for play in wet weather.

The house has been completely repaired and put in perfect order.

For further particulars, prospectus, etc. apply to Mr H. Whitty, English Club, Montevideo. e.o.d. 25 j7f7

REMOVAL.
F. C. B. A. al P.
CLARK & CO.
Concessionarios and Contractors
OF THE
Buenos Aires and Pacific Railway
Have removed their Offices
TO
31--Rivadavia--31
Fronting the Plaza.
e42 j5 j5

TO RENT a fine two storey dwelling house at the healthiest part of town, Cinco Esquinas, Libertad 711; there is a coachhouse attached if required. Rent moderate. For particulars apply at Suipacha 591.
z14 j5 8

A Housemaid with good recommendations wishes for a situation in an English family. Apply Oficina de Publicidad, 154 Calle Piedad. e 39 j5 8

TO LET Furnished, a fine suite of rooms or the whole house with every accommodation for a family. Apply at Florida 395, altos. e41 j5 8

WANTED a Tutor or Governess to go to an estancia near Ranchos. Apply by letter P. O. Box 193. z42 j5 8

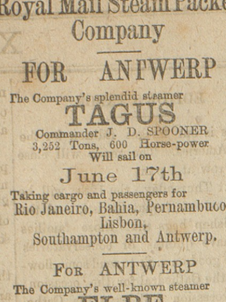
AN English lady desires a re-engagement as resident Governess. She is qualified to teach Music, French, and English, and offers most satisfactory recommendations. Address Libreria Calle Suipacha 53.
z49 j5 11 e.o.d.

WANTED one or a pair of young Bull-dogs. Apply with terms etc 1. H. Standard Office. z45 j5 8

WANTED—Head Porter in the London and River Plate Bank. Apply by letter, or personally at the Bank between the hours of 10 and 11 a.m.
z47 j5 12

LETTERS LYING AT THIS OFFICE.

Miss S Jensen	Miss A Cerrigan
Miss T. Goldrick [2]	Mrs. A Barron
Miss L. Duncan	Mr. W. E Burnham
Miss K Flanagan	Mr E Tallon
Miss M O'Neill	Mr. F. C. Chaplin
Miss E. Keena	Mrs. Flanagan
Mr. C. A. Newell	Miss M Flanagan
Miss M. Martin	



Royal Mail Steam Packet Company

FOR ANTWERP
The Company's splendid steamer
TAGUS
Commander J. D. SPOONER
3,252 Tons, 600 Horse-power
Will sail on
June 17th
Taking cargo and passengers for Rio Janeiro, Bahia, Pernambuco, Lisbon, Southampton and Antwerp.

FOR ANTWERP
The Company's well-known steamer
ELBE
Commander J. BRANDER
3,063 Tons, 600 Horse-power
To sail on the
JULY 1st, 1884
Taking cargo and passengers for Santos, Rio Janeiro, Bahia, Maceio, Pernambuco, St. Vincent, Lisbon,
VIGO,
Southampton and Antwerp.

☞ These steamers will load for any other continental port than ANTWERP if sufficient inducement offers.

The above steamers will carry 1st, 2nd, and 3rd class passengers at
REDUCED RATES
Mails, Specie. Cargo, and Parcels to all the above ports.
These steamers are provided with every accommodation for carrying passengers, and table-wine is given to all classes.
RETURN TICKETS
Are granted to 1st class passengers with deduction of 25 o/o on passage money.
FAMILIES AND COMPANIES
A considerable reduction is made in their favor.
Persons wishing to bring out their friends from Europe can arrange with the Company's Agent on reasonable terms.
For further particulars apply to the Agent
HENRY L. GREEN
238 Reconquista

L'pool, Brazil and R. P. Steamers.
LAMPORT & HOLT'S LINE
Departures from Buenos Aires

ANTWERP AND LIVERPOOL
(Via Rio Janeyro and Southampton)
RUBENS — Royce — JUNE 8
(Carrying the Belgian Mails)

ANTWERP AND LIVERPOOL
(via Southampton)
HOGARTH — Cowan — JUNE 12
[Loading in the River Parana]

NEW YORK
(via Rio Janeiro)
HIPPARCHUS * — Kelly — JUNE 15

ANTWERP AND LIVERPOOL
(Via Rio Janeyro and Southampton)
ORION * — J. Brown — JUNE 22
[Carrying the Belgian Mails]

ANTWERP AND LIVERPOOL
(via Southampton)
GUVIER * — Blair — JUNE 25
[Loading in the River Parana]

NEW YORK
(via Rio Janeiro)
ROSSE * — Dixon — JUNE 30

First and Third class passages to Brazilian Ports, New York, Antwerp; and towns in Great Britain. Reductions made in favor of Families and Companies. First Class Return tickets, available for 12 months, at a reduction of one fourth.
Prepaid Passages issued to those wishing to bring out friends.
Cargo and passengers for New York will be taken by the Steamers which connect with the New York boat from Rio.
Specie and Parcels received at the brokers' office till noon on the days of sailing.
Insurances effected if required.
N.B.—Certain steamers marked * are now specially provided for passengers, have improved accomodation and appointments, and carry Surgeons and Stewardesses.
For NORTON & CO., Agents.
245—Reconquista—245.
Agents at Montevideo:—
C. R. HORNE & CO.
" " Rosario—
H. S. FERGUSON.
" " San Nicolas—
SERVANDO E. GOMEZ
" " San Pedro—
H. LETICHE.

Regular German Mail.
Hamburg and South American Steamship Comp.
Direct Bi-Monthly Line between the River Plate and Hamburg
The Mail steamer
BAHIA
CAPTAIN PÖSCHMANN
2760 Tons, 500 Horsepower
will sail on 10th of JUNE
Calling at
Montevideo, Santos, Rio de Janeiro, Bahia and Lisbon
Fixed dates of sailing from this port, the 10. and 25. of each month.

Names of the steamers—	
VALPARAISO	PERNAMBUCO
ARGENTINA	CEARA
MONTEVIDEO	LISSABON
BAHIA	BUENOS AIRES
CORRIENTES	HAMBURG
PETROPOLIS	PARANAGUA
RIO	SANTOS
ROSARIO	URUGUAY

All these Steamers carry Physicians and Stewardesses.

Carrying Cargo, Parcels, and Specie. These steamers receive cargo for
BREMEN
And Ports of Sweden and Norway.
Transhipment of same in Hamburg being on account of the Company.
For freight, passage, and further particulars apply to the Agents.
Luders & Co.
Rivadavia 259.

For New York
The American Barktine
ADDIE MORRIL
x A. I. for 15 years.
is now loading in Barracas and having most of her cargo engaged will have quick despatch For freight and other particulars apply to
Green & Johnson
34 Cangallo
z214 m28 j28

London Hosiery Store.
GATH & CHAVES
OUTFITTERS

Collars	Umbrellas	Shirts
—	Hats	—
Cravats	Perfumery	Gloves

159—Piedad—161
41 a5 xp

Vegetable Seeds.
Just received a consignment from Messrs. Carter, High Holborn, London, in tin-cases, each containing 28 assorted packets. These Seeds are specially selected for South America by the above eminent House.
ALEX. MACLEAN
103 Cangallo
z49 j5 8

Custom House Clerk
The undersigned now takes the entire charge or part, of the Custom work of ex and importing houses, charges moderate. Quick dispatch. JULIO JANSSENS, Post Office Box 790. z36 j4 84

Chargeurs Reunis
Conpañia Francesa de Navegacion a Vapor.
Lineа regular entre el Rio de la Plata, Brazil, Burdeos, Havre, Dunkerque y vice versa

Salidas fijas de Buenos Aires
El 10 y 20 de cada mes
Vapor PORTEÑA, Capt. Le Guen, saldra el 10 de Junio para Havre directamente (con escala en Tenerife.)

Vapor PARANA, Cap. Robert, saldra el 20 de Junio para Rio Janeiro, y Havre (con escala en Tenerife.)

LINEA DEL PARANA
El rapido vapor VILLE DE BUENOS AIRES, Capt. Lebourhis, saldra el 30 de Mayo para Dunkerque y Havre.

VIAGE SUPLEMENTARIO
El vapor SAN MARTIN Capt. Lehuby, saldra el 24 de Mayo para Dunkerque y Havre.

TARIFA especial de pasaje por el vapor San Martin:—
I ª. Clase $130 m/n. II ª. Clase $110 m/n.
III ª. Clase $50 m/n.

Tarifa de Pasages.
1ª CLASE $N.150. 3ª CLASE $N. 50.

N.B.—Los pasageros de 1ª clase que deseen embarcarse en Montevideo gozaran del pasage gratis en los vapores Apolo y Minerva de la Company Platense.
Pasage del vaporcito para el embarque en la rada "gratis."
En la agencia se despachan pasages del Havre y Burdeos a Buenos Aires a los siguientes precios.
Tercera clase (en camerote) 60 $m/n
Entrepuente 30 $m/n.
For mas informes al Agente General
P. Christophersen
Buenos Aires, 98 PIEDAD
Montevideo, 85 Calle Zavala
Rosario, 45 Calle Puerto
San Nicolas, Calle Belgrano 25.

LA VELOCE
NAVIGAZIONE ITALIANA
Linea Postale e Commerciale
Coll'America Meridionale
(Armatore Cav. Matteo Bruzzo)
Salidas de Buenos Aires el 18 y 27 de cada mes.
VAPORES DESTINADOS AL SERVICIO
Nord America, Matteo Bruzzo
Europa, Napoli y
Sud America
El velocisimo vapor
"Nord America"
Comandante Fed. GAGGINO
Saldra de Buenos Aires el
7 de Junio
Para Gibraltar, Marsella, Genova y Napoles
Camarini distini, 210 m/n; 1ª clase, 185 m/n; 2ª clase, 145 $m/n; 3ª clase, 50 m/n
Boleto de Vaporcito Gratis.
NOTA—Se dan boletos para hacer venir familias de ITALIA al infimo precio de $m/n 32 sin tocar en el Brasil, devolviendose el importe integro pagado, caso de no efectuarse el viage.
AVISO—Se dan tambien giros, cheques y vales postales sobre la BANCA GENERALE Sede di Genova, pagaderos en cualquier ciudad de Italia.
Unico Agent
P. Christophersen.
Buenos Aires, 98 PIEDAD,
Montevideo, Zabala 86.
Rosario, Puerto 45.
San Nicolas, Belgrano 26.
240 j30 xp

Society Generale
DE
Transports Maritimes
A VAPOR
PAQUEBOTS-POSTE FRANCAIS
Regular Monthly Service to and from the River Plate
Montevideo,
Rio Janeiro,
Bahia
Barcelonne
Marseilles
Genes
Naples
The Steamship
BEARN
Captain ALLEMAND
will sail on
18th of June,
20 per cent Reduction on Return Tickets.

1st Class.....	$150 m/n.
2d "	120 "
3d "	50 "

3rd Class Tickets will be given from Europe to here at 32 patacons gold.
The ticket for the small steamer is together with the passage ticket.
In case of quarantine, the expenses are on account of the Company.
Receives cargo for Valencia, Alecante, Carthago and Malaga.
For Freight and Passage apply to
P. y E. Matthey,
Consignataires.
232—RECONQUISTA—232

LA PLATENSE
Compania Francesa de Navegacion a Vapor.
Nuevo Itinerario
Desde el 15 de Abril de 1884, hasta nuevo aviso.

CARRERA ENTRE B. AIRES Y MONTEVIDEO
Salidas de Buenos Aires
APOLO
Lunes, Miercoles y Viernes.

CARRERA ENTRE B. AIRES Y ROSARIO
Salidas de Buenos Aires
MINERVA
Martes, Jueves y Sabados
TRIDENTE o DIANA
Lunes, Miercoles y Viernes.

CARRERA ENTRE B. AIRES Y SANTA FE.
Salidas de B. Aires
TRIDENTE o DIANA
Lunes, Miercoles y Viernes.

CARRERA ENTRE B. AIRES Y PATAGONES
Salidas de Buenos Aires
POMONA
El 1º de cada mes.

CARRERA ENTRE B. AIRES Y BAHIA BLANCA
Salidas de Buenos Aires
POMONA
El 1º de cada mes
SULLY
El 15 de cada mes.
P. Christophersen
Agente General
112—Piedad—112
207 o1 xp

H. L. BLACK
Bahia Blanca.
FOR SALE
2½ LEAGUES of Splendid Camp in the famous 19th Section, upon advantageous terms.
1 LEAGUE in the Partido of Coronel Suarez, situated 30 squares from the Gama Station, F. C. del Sud, has permanent water.

For Sale or to Rent
Several Lots in the 3rd and 4th Sections of this Province, some of which are excellent camps and have permanent "arroyos y lagunas."
Building lots, quintas and chacras in the town of Bahia Blanca.
Cattle and Sheep "al corte" and novillos for "invernada."
H. L. Black,
Bahia Blanca,
e 27 d3 jn3

P. S. N. C.
Pacific Steam Navigation Company.
Quickest Route from the River Plate to Europe and the Pacific.
The following Steamers of this Company will be despatched from
MONTEVIDEO
With passages from Buenos Aires to Montevideo GRATIS
Carrying correspondence under Postal Contract with H.B.M. Government

FOR EUROPE

Britannia,	June 9
Cordillera,	June 23

Britannia calls at Rio, Lisbon, Bordeaux and Liverpool.
Cordilliera calls at Rio, Bahia, Pernambuco, Lisbon, Bordeaux and Liverpool.

FOR THE PACIFIC

Araucania,	June 18

Touching at Punta Arenas, Talcahuano, Valparaiso and other Pacific Ports, up to Callao and Panama.
Passages from BUENOS AIRES to MONTEVIDEO in connexion with the Company's steamers GRATIS.
These steamers have been built expressly for this route, and in their construction every modern improvement has been employed, thus affording safety, speed and every accommodation to be desired by passengers.
The regularity with which they make their voyages is a proof of their seaworthy qualities, and their Commanders are justly famed for the discipline maintained on board their vessels and their attention to passengers.
All the steamers carry Surgeons and Stewardesses.
First class return tickets at reduction of 25 per cent.
Prepaid passages issued at reduced rates to those wishing to bring out their friends.
Passages to Montevideo Free.
For freight, passages, &c, apply to the Agents—
YARROW HETT & Co.
Buenos Aires—CANGALLO 34.
Montevideo—SOLIS 55.

Imperial German Mail
'Norddeutscher Lloyd.'
Line of Steamers
FROM BREMEN
The magnificent steamer
FRANKFURT
CAPTAIN KOHLMANN
will sail on 8th of JUNE for MONTEVIDEO, SANTOS, RIO JANEIRO, BAHIA, ANTWERP AND BREMEN.
All these Steamers take 1st and 3rd class passengers, carry Physicians and Stewardesses, supply Table Wine GRATIS, and receive cargo, parcels and specie subject to transshipment for
Hamburg
And ports of England, Holland, Denmark, Norway and Sweden.
The Company covers Insurance on Specie shipped in their Steamers.
For freight and passages and further particulars apply to—
K. von Emster.
AGENT
Maipu 101.

RES NON VERBA
Mensajerias Fluviales a Vapor
Gran rebaja de precios en los pasajes a Montevideo por los vapores
COSMOS
RIO DE LA PLATA
SILEX
Salidas—LUNES, MIERCOLES y SABADOS, a las 5½ p.m.
TARIFA
Camara, ida y vuelta..... $ 7 m/n.
Camara, ida solamente.... 4 "
Proa..... 2 "
Agencia, Reconquista 143-45.
CARRERA DEL PARANA
Hasta Santa Fe
Haciendo 3 viages directos semanales con los Vapores
Pingo y Villa del Salto
SALIDAS
Los Martes, Jueves y Sabados para San Pedro, Las Hermanas, San Nicolas, Rosario, Diamante, Parana y Santa Fé.
En combinacion con los Ferro Carriles Norte y Campana, el 1º sale de la Estacion Central á las 12 del dia, conduciendo los pasageros al Canal de San Fernando en 40 minutos de donde partiran estos esplendidos vapores y el 2º de la misma Estacion a las 3½ de la tarde que alcanza á estos vapores en Campana.
Los boletos de tren y equipajes para los dos Ferro Carriles, la agencia los da gratis a los señores pasageros.
La carga se recibe la vispera de la salida en la Estacion Retiro.
La Agencia se encarga del embarque y desembarque de carga, asi como despachos de Aduana.
Communicacion con el Telefono Gower-Bell.
PEDRO RISSO,
Agente.
143—Reconquista—145
N.B.—Sale de Campana.

S. S. General Racedo
Captain EMILIO PIAGGIO
FOR
San Nicolas and Rosario
Every Tuesday, Thursday, and Saturday
(Via Campana)
In connection with the train which leaves Central Station at 3.15 p.m.
REDUCED FARES—

	1st Class	2nd Class
San Nicolas.....	$6 m/n.	$3 m/n.
Rosario.....	$8 m/n.	$4 m/n.

Train-tickets and luggage gratis.
Through tickets issued, and parcels forwarded, to all the principal Railway Stations of the Interior.
All cargo received at the Campana Railway Goods shed, Retiro, the day previous to sailing.
For passages, cargo orders, and further particulars, apply to
DAVID BRUCE jun.
Agent
54—CANGALLO—56
70 j8 xp

Para Bahia Blanca
El vapor Paquete Nacional
TORO
Saldra sin falta de la Boca del Riachuelo
El Martes 10 de Junio
A las 2 de la tarde
Admitiendo cargo, pasageros y encomiendas.
NOTA—El flete es de $6 moneda nacional la tonelada, siendo los gastos de descarga por cuenta del recibidor.
Para mas informes ocurrir a la Agencia de
Nicolas Mihanovich y Ca.
Calle 25 de Mayo 77.

San Fernando Dock.
From 1st of June 1884 till further advice Mr Peter Blanch is empowered to treat with owners or agents of vessels requiring the services of the dock.
Office PIEDAD 101.
REGINALD J. NEILD
H. R. RODGER.
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MR. MULHALL'S NEW BOOK. In crown 8vo,, cloth. Price 7s 6d. by post 8s.
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Author of "The Progress of the World," "The Balance-Sheet of the World," etc. with Maps and Plans. 50 Copies of this new work on sale at this Office, Standard Office, 154 Calle Piedad, Buenos Aires.

NORTH AMERICAN DENTISTS
Geo. A. Kimball and Charles Small
HAVE MOVED
TO THE
167---CALLE FLORIDA---167
CORNER OF CUYO
Kimball & Small
Buenos Aires, February 1st 1884. 47 f m6

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Regular Steamers
FROM THE
Mediterranean
TO
Montevideo, Buenos Aires
AND THE
River Parana
BI-MONTHLY SERVICE
The following steamer will be dispatched—
S. S. "CASTLEFORD"
Captain Sibthorpe
FOR
ANTWERP
(Now loading in port) Leaving this about
4TH OF JUNE
To be followed by the
S. S. "CASTLE EDEN"
Captain Gray
And other steamers of the same line.
For freight and other particulars, please apply to the Agent
A. SCHARFFENORTH
133 Calle San Martin.
101 a14 xp

"Houston" Line
Regular Steamers
FROM
LIVERPOOL
TO THE
Brazils and River Plate.
The following steamers will be dispatched:
S.S. "RANMOOR"
CAPT. ERNST.
FOR
ANTWERP
(Actually loading in the River Parana) and will complete in this port. will have quick despatch
To be followed by the
S.S. "INGRAM"
Capt. Thomas Leisk
(Now loading in the River Plate)
AND THE
S.S. "JAVA"
Capt. WALTERS
For freight and other particulars apply to the Agent
A. SCHARFFENORTH
133 Calle San Martin.
e 102 a15 xp

Walford Line
Regular Steamers
BETWEEN
ANTWERP
AND
Montevideo, Buenos Aires
AND
River Parana
The following steamers will be dispatched
S. S. "PETRARCH"
Capt. John.
FOR
ANTWERP
(Now loading in the River Parana, and completing in this port)
To be followed by the
S. S. "PELAYO"
CAPTAIN TILLY.
For freight and other particulars apply to Messrs. Bartolo freres
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Agents
or to A. SCHARFFENORTH
Broker
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FIRE ASSURANCE COMPANY
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Se encargan de hacer los Cálculos, Propuestas, Construcciones é Instalaciones para Vias Férreas economicas y normales, tramways, construcciones de hierro y acero para techos, casas, galpones y puentes asi como para toda clase de ingénios y establecimientos industriales y rurales.
Destilerias hasta la capacidad diaria de 3000 litros de alcoholes y establecimientos rurales á vapor para la fabricacion de Manteca y Queso por mayor, hasta la cantidad diaria de 500 kilos de Manteca, segun los sistemas mas economicos y modernos que obtuvieron gran exito en Europa. Están a disposicion obreros hábiles para estos ramos industriales.
Instalaciones de Aserraderos á Vapor y Talleres Mecánicos; materiales para pozos artesianos, maquinarias de toda clase para labrar los metales y maderas. Instalaciones para la fabricacion de Ladrillos, Hornos de Cal, etc.
Máquinas á Vapor de toda clase.
Se encargan de aplicar á máquinas ya existentes las invenciones y mejoras mas modernas para obtener un ahorro de combustible, mayor rendimiento y mas regularidad en la marcha.
Unicos representantes de los mas importantes establecimientos de Alemania para la fabricacion de Materiales de Ferro Carriles, como rieles, wagones y locomotoras de toda clase, y para la fabricacion de Cañerias de hierro dulce para gas, agua corriente, serpentinas, calderas, etc. etc. 187 m26 xp

Guillermo A. Newland
(Antes NEWLAND Hnos.)
CIRUJANO DENTISTA AMERICANO.
Calle Florida No. 63 (altos)
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Have Removed to
Nos. 335--339
CALLE VICTORIA.
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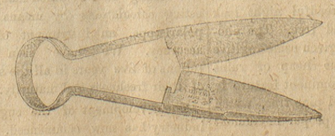

REGISTERED.
Buenos Aires, 1st June, 1884.

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River Plate Republics
1885.
BY
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The City and Provinces of Buenos Aires.
The upper Argentine Provinces
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The Republic of Paraguay.
Finances, Debt, Commerce, Army, Navy, Schools, Post-Office Historical Summary, etc.
32 Routes by Rail, Steamer, etc. etc.
And an Appendix, with Statistical and other general information.

Advertisements
Per page..... $20 m/n
Per ½ page..... $10 "
Received at this Office to 1st July, 1884.

CHEAP SALE
OF
Various Animals
On account of leaving for Europe there will be sold at cheap prices various kinds of animals as these are, English fighting-cocks, Flèche, Presce, Padon, Brahma, Cochinchinas cocks and hens from the zoological garden at Paris. Some of them are beautiful animals. Rabbits six different kinds, and six shepherd's dogs.
For visitations and for further information apply Almagro, corner of Gauna Salgera 92, and Calle Victoria 161.
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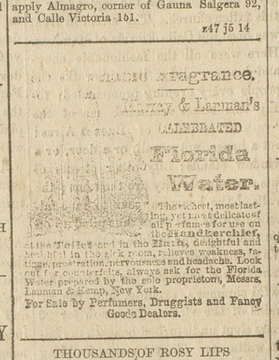

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Estancieros! To free your flocks from
SCAB
And insure a PERMANENT CURE, use only
The Blagden Dip
Past experience has proved this preparation to be the
Most Effective Remedy
being easy of application, permanent in its results and perfectly harmless. In no single case have we found it fail to give the most complete satisfactions, and we can therefore
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A good assortment always on hand at
W. G. MARTINDALE'S
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172 - MAIPU - 172
JORGE B. NEWLAND
DENTISTA
(Antes Newland Hermanos)
172-Maipu-172
ESQUINA CUYO

"Flor del Plata"
Lodge of Oddfellows'
All Members of the above Lodge are requested to attend a special summoned meeting to be held on the 23d June 1884.
BY ORDER.
z40 j5 9

!! CAUTION !!
The Public are requested to look closely at the label before buying, and see that it bears the name of the sole Agents,

Finest Souchong Tea
MARK
"IN TE VIVO"
57 d6jo

ON 'CHANGE.

June 5th, 1884

Cedulas E	89½
Cedulas F	86½
National Bank Shares....	153½
Scrip	71

The share market shows no important change. The bulls continue to keep aloof, but the bears turned round to-day and bought giving a much firmer tendency to the market than had been anticipated. Over two thousand shares were sold for the end of the month; the market opened at 153, fell to 152½, and closed at 153½. The old King, the official broker, and many others bought to-day, but the real bulls did not operate.
There is nothing doing in Bank Scrip, but there are buyers round the ring offering 71, no sellers. There is much dullness in the Scrip and very few come on the market at present.
Cedulas shew symptoms of activity accompanied by weakness; there is a flat tendency in both Series E and F—12,000 of the latter changed hands for cash at 86⅝-¾, and 8,000 were sold for Saturday at 85½. A fair amount of Series E changed hands at 89½-¾, and 4,000 were sold for to-morrow at 89⅜. The market closed flat.
The exchange market is in an anomalous condition; brokers report rates nominal at 47⅛ and 5 francs. Little done.
Dr. Plaza has presented his Mortgage Bank Bill to the Cabinet. Next week the Bill goes before Congress, where it meets with great favor.
Letters from Rio announce the arrival of the Magellan in Rio, all well on board and in the best of spirits.
Speculation in National Bank Shares this morning shewed the very firm foundations of the market. All anticipated a fall in view of the expectant attitude of the bulls who still keep aloof, but contrary to all expectations the market rose, and shewed a tendency of a further rise in view of the new flanking movement going on in the old bullish circles. The Mortgage Bank Bill is considered highly favorable to the National Bank and is expected to give further scope to its immense field of operations. The slightest push of the bull-ring under present circumstances will push the price of shares immediately.
Mr. E. Quesada's valuable *Nueva Revista* magazine publishes a very important article from Mr. Agote's pen on the foreign debt. Mr. Agote has not completed his article and the continuation will appear in the next number for July. We intend making extracts from same and recommend the *Revista* to the public.
After two years of interminable delays the surveyors of the Governments of Buenos Aires, Santa Fé and Cordoba have arrived at their destination on the frontiers to decide the limits question, according to the order of the Supreme Federal Court. There could be no better news for the estancieros on the limits of the three Provinces, as a settlement of the old standing question is at least impending. It is sincerely to be hoped that the surveyors will do their business well and quickly. This frontier question has been a standing nuisance, and verily if it had been a question between Great Powers the difficulties could not have been greater nor could the delays have been longer.
Fair amounts of Government Bills were discounted to-day at 7½ o/o; advances were also made on stocks—not speculative—at the same rate for round sums. The money market, although easy, does not offer the facilities of last month and some, pressure is put on applications.
Advices from the Mount state that the Cabinet met yesterday to discuss the Banco Uruguayo scheme. It appears that the success of this great concern is a mere question of days.
The following were the sales at the ring during official hours:—
Cedulas—
For cash E 23,100 at 89⅜-½-⅜
For June 6th E 4,000 at 89⅜
For cash F 12,400 at 86⅜-½
For June 7th F 8,000 at 86⅜
Sales, 47,500
National Bank Shares—
For June 30th 2,100 at 153-152½-153-⅜
For July 31st 200 at 155
Sales, 2,300
Mr. F. Parish, Madame Parish and family all arrived this morning from Mendoza. We regret to say that Mrs. Parker still remains very poorly in Mendoza.

3000 salt Correntino horse hides sold to-day at 23½ rls. on shore terms.
The greatest news of all to-day was not known on 'Change until a very late hour. To-day Mr. Balcarce signs the general bond in Paris for the 30 million loan, and in a few days the Government will draw on account, say for three millions pats.
Mr Callan, M.P., starts to-morrow for La Plata to pay Governor D'Amico a visit. In the evening he visits President Roca, and on the 7th he starts for Europe.
Mr. Connor, saladerista, Uruguay, was welcomed on 'Change to-day.
Several parties arrived to-day from Loreto and Venado Tuerto lands. The camps are magnificent and the flocks are lambing fast. Advices from that quarter could not be more favourable.
There are many inquiries now for good cattle and sheep lands at reasonable prices. The complaint is general, that parties coming out with very respectable capital find it impossible to buy land unless at some place so very far distant that there is no communication by rail or diligence.
The courteous Purser of the Royal Mail steamer Tagus has favoured us with the following mems:—
Report of R.M.S. Tagus, voyages.—The R.M.S. Tagus left Southampton on May 9th at 3 p.m., had light variable winds and foggy weather to Lisbon, arriving there on the 12th at 10 a.m., R.M.S. Minho in port homeward bound. Left Lisbon at noon on the 13th; experienced moderate N.W. winds to San Vincent, passing same on the 18th at 10 a.m., from thence to Equator light N.E. trades and fine weather; after crossing Equator had fresh S.E. wind with strong current against ship. Arrived at Pernambuco on the 24th at 6 a.m., sailing same day for Bahia and arriving there on the 26th at 10 a.m. From Pernambuco to Bahia experienced strong S.E. winds with heavy squalls of wind and rain. Left Bahia on 26th at 7 p.m. for Rio, arriving at that port on 29th at 7 a.m. Experienced from Bahia light variable winds and fine weather. In Rio the R.M.S. Guadiana bound South. Left Rio on 31st at 12.15 p.m. arriving at Montevideo on the 4th inst. at 7 a.m. From Rio experienced moderate S.S.E. winds and fine clear weather.—Passed R.M.S. Trent steering North, Lat. 12° 20'' N., Long. 26° 38'' W. on May 19th at 7 a.m.—Cargo, general. Specie bar gold, £37,000.
Officers:—
J. D. Spooner, Commander
W. A. Copp, Chief Officer
J. Thomas, 2nd Officer
F. Tibbs, 3rd Officer
W. S. Preedy, 4th Officer
Wm. Robinson, C.E.
Ernest Aubin, Surgeon
Leonard Carter, Purser.
Freights continue dull; bales are quoted all round at 10 francs, but there is plenty of maize and wheat offering. The export of grain will continue active throughout the winter.
Some exchange operations on Montevideo were done to-day at 2½.
Mr. Powers, of the Gower Bell Telephone Co., was welcomed on 'Change to-day on his return from the States.
Discounts were effected to-day at 6½ o/o and 7 o/o at the banks.
Mr Gustave Hermann, the well-known wool buyer, of the firm of Lorthior's Fréres, Tourcoign, leaves in the Congo for Europe. His friends hope to welcome him back soon.
The R.M.S. Tagus has brought £37,000 in bar gold for the National Bank.
The arrivals in the wool markets this morning were small. A large lot from the 25 de Mayo district was sold to-day at a reserved price. In the South Market 800 arr. of lambs' wool were sold at 82 ⅞ per arr. A very high price indeed.
The market ruled dull during afterhours. One thousand shares were sold at 153½ for the end of the month, and afterhours closed with sellers at this rate. Bank scrip ruled in demand at 71½, but holders asked for 72. In Cedulas and other stocks nothing reported.
Mr Thomas Dodds C.E., was welcomed on 'Change on his return from the pampa, where he has been engaged for the last three months measuring several properties, including over 100 leagues, belonging to Messrs. Drysdale.
The project for the creation of a National Mortgage Bank has been drawn up by our talented Finance Minister Dr. Plaza, and will now be laid before Congress. The bank will not emit Cedulas, but will work on a capital of say 20 millions Nat. Bonds, created by the issue of Nat. Bonds. We at first were of opinion that the paying of money instead of Cedulas would be an error, but after hearing very sound views from those who have well studied the matter, we are now inclined to think, that the money basis for the bank is preferable to the Cedula basis, as it is possible if the bank were founded on a Cedula basis, the issue of Cedulas would rise to such a figure, that nothing could save the country from one of the most gigantic financial catastrophes when a money crisis should come. Dr. Pacheco, President of the National Bank, may well claim the merit of the idea and form of this Mortgage Bank; and framed and drawn up by so experienced a hand as that of our Minister of Hacienda, we believe it will prove a brilliant success.
There was a great hub-bub in the exchange market to-day owing to the Provincial Bank refusing to give bills for over £1000 stg. The National Bank has drawn for £130,000 for the Italian mail at 47⅛ we saw at the bank to-day 4 clerks making out the bills. The London and River Plate Bank drew freely at 47⅛. The Italian Bank is always drawing at its fixed rates, and merchants draw house upon house at 47⅛, but the demand for bills is very large and at 5 o'clock there were no more bills to be had at ⅛.
From the Plaza Once we have the following 56 waggons with produce arrived.
The arrivals were:—
6,100 @ of wool
2,141 bags wheat
1,082 b

gers mole, all are great works which have been completed since I was here last, so that even from the saloon of the Trinidad one can see that Rosario is going ahead.

II.

The ascent from the river is the difficult one as ever in Rosario; one party was too numerous for coaches, so we all walked up the hill through the pretty little village of Arroyo Seco, which is the first station on the Rosario and Central Railway, also slept at the Trinidad one can see that Rosario is a 1 or 2 story houses, and dinner was served in the saloons up stairs, but the table was not bad, but little worse than the dinner on board the steamer. Even within the last 6 months Rosario has doubled in size, and the new streets are all of good width and well laid out, many of the houses are very handsome, and the Plaza 25 de Mayo is a fine square, with a handsome Cathedral on one side, and the Government House on the other, the Plaza is well laid out with trees and flowers, and a military band plays there every Sunday evening, the Cathedral is a fine building, and the Government House is also a handsome building, the Custom House is a fine building, and the Post Office is a handsome building, the Bank of the Province of Santa Fé is a handsome building, and the Bank of the Province of Buenos Ayres is a handsome building, the Bank of the Province of Cordoba is a handsome building, the Bank of the Province of Entre Rios is a handsome building, the Bank of the Province of Tucuman is a handsome building, the Bank of the Province of Mendoza is a handsome building, the Bank of the Province of San Juan is a handsome building, the Bank of the Province of Catamarca is a handsome building, the Bank of the Province of Rioja is a handsome building, the Bank of the Province of Salta is a handsome building, the Bank of the Province of Jujuy is a handsome building, the Bank of the Province of Jujuy is a handsome building, the Bank of the Province of Jujuy

EDITOR'S TABLE

(Continued from 1st page)

Judge Tedin has put an end to the long-disputed point about the sale of Lottery tickets. He has ordered the release of a poor "billetero" who was locked up by order of the Lord Mayor for selling tickets of others than the Capital Lottery, adding that the L. M. Shas no power to ordor an arrest of the kind. We fear that this decision will give swindling Lotteries a new lease of life; but this is the fault of the law, not of the highly learned Judge who has so accurately expounded it.

Mr. Peter Arata, the City Analyst, is still hard at work. He has lately been engaged in seeing what sundry wines, liqueurs, coffees and cakes sold in town are made of. Out of 197 specimens of so-called wine, 110 were poisonous; 29 bad, 41 middling, and only 17 good. This is a nice state of things! Out of 10 samples of coffee, 7 were unfit for use. The other articles examined were very little better. The rogues that sell the villainous compounds they call wine will continue to do so until the French system of making them advertise their own knavery in big print in their own shop windows is resorted to.

There has been another political rumpus racy of the soil in Catamarca. The minority in the Deputies has turned out the majority, and there is Old Harry to pay, the usual call for National intervention, etc. etc.

Mr. Florencio Madero is bulding a grand hotel at La Plata to accommodate 300 guests. If the place keep on its legs, this venture ought to pay splendidly.

It seems curious to hear of emigration from the United States, yet the Argentine Consul at New York reports that he has daily applications from artizans, farmers, engineers and all sorts of people for information about this country.

Telegrams have been received at the Foreign office from Paris, stating that Dr. Bustamante, the Argentine Minister to Switzerland, has gone out of his mind.

The Resguardo employeés are just now very wroth at the proposal to put them in uniform. They say that all their personal dignity will evaporate; if they are clothed like tram guards or bank porters; they are willing, however, to carry a medal like the Police Commissaries.

Two neighbours, Italians, had a row, which turned into a ruction, last night, in an almacen in the Calle Caseros. One fellow fetched the other such an awful blow with his 'rebenque' that it ended the matter there and then. He was taken to the hospital senseless and bathed in blood. The assailant is in the Comisario's hands.

The Lord Mayor yesterday arranged everything for the lighting of that part of the Once Station communicating with Calle Ecuador.

The Chief of the 'Bomberos,' in making his report on the fire that swallowed up Mr. Otto's house and furniture, strongly recommends to the Chief of Police the acquisition of a steam-pump and a fire-escape. We commend this proposition as one of most practical utility, and hope that Mr Calaza's efforts will meet with the support they deserve.

The Posadas, just come out for the Lloyd Argentino Company, has been fined 50 nats. for not observing the quarantine regulations. She had to call into Rio to coal, and of course should have entered this port with the yellow flag flying. This, however, she not only omitted, but came to an anchor close to the passengers' mole in the part known as "Los Pozos." Had she come a day later, she would have escaped this, as the quarantine has now been removed.

Last night there was an alarm spread of the Colon being on fire, but it turned out to be the cremation of Mr. Juan Labate's bed in a house alongside. His better half lit the lamp, locked the door and went out In a few minutes there was an alarm; the door was burst open, the furniture removed, and the fire extinguished.

ANGLO-ARGENTINE TRAMWAY COMPANY.

Dear *Standard*

I am patient and long-suffering, but, what happened to my fellow passengers and myself on Monday evening last was beyond all bearing. I took the car that left town at 6.10 or 6.20 p.m., it appeared to be behind time, because two other cars were upon our heels; however, we arrived at the Rivadavia Station. Under the archway I noticed the Capataz and about a dozen stablemen idling about. It was late and dark; to our car were yoked an old horse and a young, wild, unbroken "potro" on either side of a pole. Our start was satisfactory under the circumstances, but, unfortunately, before we had got a stone's throw from the station, mark this, a *stone's throw*, underline it in red, three young ladies had to getdown, which of course brought us to a full stop. As soon as we had got rid of our pretty freight the driver started, or rather tried to start, but the "potro" jibbed, jibbed most resolutely; the outrider was of no avail, the unbroken beast quickly broke his harness. Seeing that, at the mercy of such a pair there was little chance of "getting home to night," I suggested to the guard the advisability of sending to the Station, which was *only a stone's-throw off*, for another "yunta;" his reply was that, if he did so he would be asked by the Station-Master whether he was "loco." There we were "plantado" fully a quarter of an hour within call of the Station, but no help came. After another five minutes' cruel lashing the "potro" kicked, reared, plunged and at last threw himself down on his back in the gutter. In this way another ten minutes or so passed and in the meantime another car caught us up and the few passengers it contained, as well as the "yunta," were passed, on to us and we continued our way, rejoicing that we might get home in time for the tail-end of our dinner without any help from the Station.

If the manager wishes to know who I am, you are at perfect liberty to tell him. I enclose my card.

Yours truly

Patience.

THE BOCA FOR EVER.

At foot we publish the second and most important chapter of Mr Huergo's Report to the Committee of the Riachuelo Port Works. Let every man study the figures of the growth of tonnage in the Riachuelo; it is simply incredible to witness the disproportionate figures of one year with another. Over 47,000 vessels entered and left the Boca last year with a tonnage of over 1,000,000, against 18,000 vessels in 1877 with 284,505 tons. This advance eclipses everything in the way of port progress. No other port in the world can show such staggering figures of advance in six years. Six thousand ocean vessels with 250,000 tons entered in 1883 against 2000 in 1879 with 55,000 tons. Such figures speak for themselves. The Boca is going ahead, and when the present works are finished, we may expect a further growth in the tonnage and number of vessels, which will finally convince all that the Riachuelo is the port of Buenos Ayres:—

STATE OF THE WORKS.

Excavations.

The total volume dredged and excavated, in cubic metres, was 4,446,155, divided as follows:—

	Cubic Metre.
Dredge Progreso	657,350
,, Riachuelo.....	2,277,250
,, Lesseps.....	295,455
,, Emilio Castro	887,270
Excavations by hand.....	328,850
Total.....	4,446,155

The following table shows the work done by the dredges during late years:—

Year.	Total Cubic Metres.
1876	31,605
1877	250,650
1878	343,560
1879	361,885
1880	311,385
1881	476,510
1882	787,690
1883	1,554,020
Total.....	4,117,305

The principal object of the present works is to make a channel having a sufficient depth for ocean vessels to enter; and the above table gives a clear idea of the comparatively slow progress of the works, the volume dredged during the year 1883 exceeding the total of the first five years.

Traffic.

The following figures show the steady growth of traffic which follows in the wake of the extension of the works:—

Year.	Number of Vessels, Arrivals and Departures.	Tons Register.
1877	18,167	284,565
1878	25,637	395,213
1879	21,576	577,964
1880	23,042	644,574
1881	32,886	827,072
1882	42,690	995,597
1883	47,300	1,207,321

The ocean traffic has been as follows:—

Year.	Number of Vessels.	Tons Register.
1879	197	55,091
1880	261	69,917
1881	420	130,385
1882	437	166,504
1883	601	249,574

The English vessel Violet was the largest one that entered, drawing 19½ English feet.

Cost of the works carried out.

The definite budget of expenses for the Riachuelo Improvement Works furnished the 20th of April 1882, not including the cost of the dredges, amounted to $3,977,760, of which, according to table 2, presented by the Secretary, the sum of $2,600,736.84 nat. dollars or $2,516,837.06 fuertes, was expended up to the 1st Jan. 1884.

The two heaviest items were for the dredges, and the loading and discharging wharves, the former amounting to $1,239,413.30 and the latter to $458,604.45.

The average cost of dredging was $f.0.30 per cubic metre; the tenders in 1875 were $f.0.80; in 1878 $f.0.44 and in 1883 $f.0.32.

The cost of the wharf per lineal metre was $f.131.88; the tenders in 1878 being $f.144.00 and in 1882 $f.132.00.

I give these two items, because some objections have been raised to my tenders at present before Congress, owing to the very low figures I have set down, many being of opinion I cannot carry out the works without greatly exceeding these figures.

Practical experience acquired shows the cost of the works, and the cost will not exceed my tenders.

Works to be finished.

During the present year all the works which are laid down in the project for the Improvement of the Riachuelo will be concluded; that is—wharves, smooth paving, cranes and rough pavement; remaining to be finished the work of deepening and concluding the dredging.

The law passed on Oct. 26th last authorises the expropriation of land necessary for the deepening of the channel as far as 100 metres. This is every day becoming more necessary, as the greater number of establishments on the banks of the Riachuelo cannot accommodate two vessels alongside each other at the same time without obstructing the passage, which causes additional expenses of transhipment, etc., besides being prejudicial to commerce, and discreditable to the works.

Property is daily attaining a greater value, and the delay in expropriating same will cause each day greater difficulties, besides costing more.

The formation of the outer port, with the excavation of the island which is at present being carried out, will greatly increase the facilities of arrivals and departures of vessels in the discharging of their cargoes, and will also serve as a station for our war vessels requiring repairs; but the chief desideratum is the erection of fiscal deposits alongside the wharves.

I beg to subscribe myself

Your obedient servant

Luis A. Huergo

CREDIT OF CORDOBA.

The following letter of Dr. Pacheco, the talented President of the Nacional Bank, to Senator Suarez Celman, ex-Governor of Cordoba, will be read with interest. Although we object on principle to the policy of Provincial Governments applying for foreign loans, the appended statements and favorable opinions with regard to the credit of Cordoba are a moral guarantee of the ability of the province to meet its obligations and of the determination of the Cordoba Government to invest the money of the late loan in profitable public works. As will be seen by the letter underneath the Cordobese loan negotiation has been the most profitable and most successful ever made by any provincial Government, if we except that of Buenos Aires:—

Buenos Aires, May 1884.

Esteemed Sir and Friend.

I was greatly pleased to see that the Provincial Government of Cordoba had succeeded in launching its loan of three millions of dollars. The progress of this province advances steadily, and its internal financial state is in the same sound condition as that of its Foreign credit.

The Bonds sold bear 6 o/o interest and 1 per cent yearly amortization; I am aware that the price obtained is 85 at dates, which is equal to 80 o/o cash.

With the exception of Buenos Aires, no other Province has placed its loan on such advantageous terms as Cordoba, appearing as it does for the first time in the European market and effecting an operation creditable to the province, its negotiators and its cooperators.

This success can be traced to primordial causes, to the high credit which the nation enjoys, to the regular service with which it meets its debts, to themanner in which it has employed the money obtained by Loans, to the peaceful condition of the Republic and to theconfidence which an honest government and progressive city inspired, all of which have aided in Cordoba's development and have increased the wealth.

The credit of the nation is reflected on the provinces as the light of the sun is on the other stars in the planetary system.

Cordoba has not squandered its revenue, it has not strained its credit, and its insignificant internal debt arises from just demands on the treasury; the proceeds of same have been well employed. It has established a bank which you have greatly aided in consolidating, and has commenced public works which are an honor to its ex-Governor, Dr. Juarez CelIman, and to its worthy dignitaries who still continue them.

The above are some of the principal causes of the high credit of Cordoba and of the brilliant financial operation which has just been realised.

I firmly believe that before failing in her engagements in the service of her debt, Cordoba will go so far as to economise in her hunger and thirst, as ex-President Dr. Avellaneda said in 1877, in a very critical time for the Treasury of the country.

I have been informed that this loan will be employed in the construction of a telegraph line which will place all the towns of the province in communication with each other—to carry out some irrigation works greatly needed ind an important district in the Capital of the Province—to pay off the small internal debt—and to build a railway which can be made a trunk line and extended towards the north-east.

Very well! The works upon which the money will be expended are reproductive, and are besides in many cases an economy for the Treasury. The duty of a Government is not to collect its revenue and divide it amongst its employees.

No! A Government is a social institution which must always advance, guaranteeing its subjects their rights and liberties and aiding in every way their welfare in fostering the elements which may increase their wealth.

The Governments that do nothing, that simply collect their revenue and distribute it amongst their employees, or that do not comply with their duties, are mediocre. They do not comply with the law of their Institution.

I have not the fears of some who believe a nation or a province is on the road to ruin when its debt increases.

We have just made a start, and the present flourishing state of the Republic is only the first letter in that magic word—Progress. We owe more than before but we now reckon on greater wealth, a larger revenue, a larger population.

If the money is well employed, if it is invested in reproductive works, if we preserve peace we need have no fears.

For many years yet to come the country must negotiate foreign loans for its public works and the development of its natural riches.

An immense country, with provinces as large as European Kingdoms, containing untold wealth and needing but capital to turn it to account will oblige us for many years yet to come to seek for capital abroad, if we would not stop the locomotive of progress which is at present running at a surprising speed.

A few years ago we had nothing; the railways that now extended from one extremity to the other of the Republic, the telegraph lines which place all our towns in communication, the industries which astonish us, the great value of our land and our flourishing banking institutions, are all due to the money obtained by the launching of loans in Europe.

In a very short time we will have other public works, such as building bridges, canalizing our rivers, etc.. and these works cannot be carried out without foreign capital. Why should this frighten you?

You, Doctor, have established in Cordoba a progressive Government; you commenced important works and founded a solid administration.

The present operation, on which allow me to congratulate you and the men who assisted you, is a consequence of this administration and of the confidence which the country has inspired.

Allow me to subscribe myself,

Your friend and servant,

W. Pacheco.

ROSARIO.

(*From our own Correspondent*).

May 30th.

Public opinion is up in arms against the National Government for its unaccountable, we may say unpatriotic, indolence in reference to the works of the Port of Rosario. Everywhere else the beneficent action of the Executive is felt Bahia Blanca, San Blas and other ports on the Atlantic, San Nicolas, Parana, Santa Fe, Gualeguaychu, &c., are all having, more or less, public money spent in augmenting the facilities of loading and discharging. It was only the other day the people of San Lorenzo petitioned the Government for a Mole, and it is already made. We will not say anything about the millions that are being spent at the Riachuelo in Buenos Aires. The great capital requires a great port, and we do not grudge the immense sums spent on it; but, after Buenos Aires, Rosario is the most important commercial centre in the Republic, and it is hard lines to witness the lavish expenditure at the Riachuelo while Rosario is as much neglected as if it were a port in Staten Island, or not belonging to the Republic. There is no excuse for this most culpable negligence. Congress has already voted the funds, a couple of millions of dollars, and I read in the papers that the foolish and abortive convention with Rodriguez and Co. has been annulled, and yet nothing is being done.

One of the most pressing necessities of commerce in Rosario is to connect the port in front of the Custom House with the Central Station. Of course, the port works scheme includes this indispensable adjunct. The plan includes wharves run to deep water, with an extension of a thousand metres, with warehouses in the rear. The branch of railway connecting the moles and wharves with the Central Station will run in *front* of these warehouses. The distance is quite short, less than a mile, and the line will probably pass through a tunnel for the greater part of the way. When this work is made, trains loaded with grain and flour will be able to deliver their cargo alongside the vessels; and the merchandize for the interior, loaded in cars in front of the Custom House deposits, will be sent on its way with despatch, and free from the many expenses entailed on it now.

It is again generally supposed that the works of the port will be confided to the Central Argentine Railway Company. It would be happy news to Rosario were it to turn out true. As the Central is the party most interested in the works, after the commercial community, there would be an effectual guarantee of their being properly executed and in the shortest possible time.

When I visited the Chaco for the first time, San Javier was the outside frontier of the province, known to the people only by name. There existed what was called a fort, which was nothing more than a few mud huts, built round a large court, and an old rusty cannon doing duty as sentry at the entrance. In the centre of the court was planted, not a tree but a *mangrullo*, about forty feet high, formed of the trunk of a tree, attached to which was a ladder. This was the look-out post, and commanded an extensive view. At the distance of some dozen squares was a village of reduced Indians, who, although living under subjection to the Government, were on fair terms of friendship with the savages outside the line of forts. In fact, after the revolution that upset Mr. Oroño, the best Governor the province ever had, the head Cacique of the "tame Indians," as they were called, Gregorio, and a considerable number of his people, threw off their partial "civilization" and joined the savage tribes of the Chaco. At that time there were three or four white men living in San Javier, the Comandante and three or four "pulperos," who trafficked with the Indians; exchanging bad gin, tobacco and other things, for tiger, nutria, aguará and other skins. After leaving the colony of Helvecia, about 50 miles north of the capital, a dreary, uninhabited waste had to be traversed before reaching San Javier. It was not to say dreary, however, for the coast was alive with game, ostriches in great abundance, millions of ducks and geese, deer, elk and the beautiful "aguará," a kind of yellow, red and black wolf. Every now and then one would come across the ruins of a cattle "puesto," for all this region, in the last century, belonged to the Jesuits, who had immense herds of cattle on it, attended by their Indian subjects. The territory they occupied extended from where the colony of Helvecia now stands, up north to beyond the Rey, and stretches out west to the Salado river, the biggest estancia, I think, that ever existed in the world.

Only a few years have elapsed since that trip of mine, and now, this great Jesuit estancia, that had fallen back into desert, and again into the possession of its old aboriginal owners, is filled up with cattle, colonies, towns and industrious inhabitants.

I wonder what the old Cacique, Gregorio, would say, could he revisit the old Reduction. San Javier is now a kind of commercial and agricultural centre, in steam communication with Santa Fe, and, as a proof that civilization has spread up there, I may mention that lately the Criminal Judge of the capital took a trip to San Javier to apprehend two merchants and embargo twelve thousand dollars' worth, to cover defraudations of various kinds, of which the Government was the principal victims It is said the swindle sums up to considerably more than the amount embargoed.

One of our papers, in a laudatory article of Queen Victoria, tells us that the favourite residences of the Queen are Buckingham Palace, Kensington Palace, in Hyde Park and Hampton Court. She is also attached to Balmoral and Osborne, summer palaces belonging to Her Majesty, in the Isle of Wight. Her present residence, however, is Windsor Castle. We are also told that England has made herself great by a wise system of government, notwithstanding the disadvantages of being composed only of a few small sterile islands, enveloped in dense fogs all the year round.

When the printers' devil is running into your sanctum every ten minutes with a demand for "copy," there is very little time for correction or revision, the consequence is, that often a slipshod paragraph slips into an article that puts the author to the blush when he reads it in print. This is so well known amongst writers for the daily press that the public and critics are usually indulgent. Sometimes, however, the *lapsus* is of so ludicrous a turn, that, without any ill nature, it may be reproduced for amusentem sake. Such a one I found in the sprightly little paper, "The Messenger," the other day in a paragraph on the death of Dr. Adolfo Rawson. "The Messenger" says—"We tender the expression of our sympathies to Dr. Dn. Adolfo Rawson. The deceased young gentleman was esteemed by all who knew him," &c. It is the first time I have known an expression of sympathy tendered to a dead man.

W. P.

COMMERCIAL NEWS

May 23rd to June 4th, 1884

The five leagues of land in Gainza, advertized by Messrs. Bullrich, have been sold privately at about the same price they cost the owner. This property is favorably situated about 80 leagues West of B. Aires. The large properties of Salas, Amados and others are not far off, and the camps are said to be excellent.

The great news of the day is that Mr. Leonardo Pereyra, one of our leading estancieros, has shipped six "mestizo novillos" frozen by Haslam process for the London market. Each novillo gave a weight of 700 lbs. of marketable beef and the Zenobia takes the consignment to London. The results of this first shipment of frozen beef are naturally looked forward to with much anxiety and if successful may prove the prelude to an active export of Argentine beef. Mr. Leonard Pereyra deserves much praise for his enterprise since he has stepped out of the "laissez-faire" groove of estancieros. The beef of mestizo animals in this country is excellent and will find a readymarket abroad—of this there is little doubt. The native cow, meantime, is doomed; every year we witness a greater depreciation of the native stock and a steady rise in mestizo cattle; the export of Argentine beef will hasten the disappearance of criollo cattle, and estancieros will be obliged to improve the blood of their herds.

Telegrams from Montevideo state that a large part of the capital of the new bank has been subscribed for. The scheme, it appears, meets with favor in all commercial circles. The management of the new bank was offered to Mr. Lusty well known in River Plate banking circles. The Mount wants several banks more; if the Banco Uruguayo scheme proves successful, it will be a boon to Montevideo.

The Department of Engineers has drawn up a contract with the great Cockerill Company in Belgium for the supply of a large quantity of railway materials for the extension of the Tucuman Railway to Salta and Jujuy. It is remarkable to witness how all these important orders go to the Continent and the U. States; it appears that the great iron firms of Great Britain have too much work on hand. The Argentine Government applied in England for locomotives but was informed that their order could only be carried out in two years—the building of locomotives was then ordered in the U. States. The Western Railway, the Central Argentine Railway and all the National Railways are expecting new locomotives from Europe and the U. States.

Advices have been received in the Navy-office announcing the completion of the surveys and buoying of the harbor of San Blas. These surveys were carried out by the officers of the gun-boat Constitucion; Commander Rivadavia, grandson of the illustrious Argentine of that name, took all the soundings personally; Lieutenant Oliva, second in command, Lieuts. Leroux and Lafuente took the angles. When Commander Rivadavia arrived in the bay two years ago he met with many difficulties and delays, which he overcame by building a fine centre-board which he called the Sharpie Union. On board this boat he took all the soundings which are more numerous and minute than those of the Beagle, marked on Fitz Roy's chart. After two years steady work, often interrupted by bad weather, Commander Rivadavia placed five buoys in the new channel formed in the process of time out of Fitz Roy's Middle and Little Gats; the surveys were being finished and preparations were being made for departure when Rivadavia discovered a broad, new channel with much deeper water running a little to the North-East; the buoys were immediately taken up and placed in the new channel, which has a minimum depth of 24 feet at low water and 30 feet at high water. Port Lloyd are lined along the left side of the channel as a vessel enters—a fifth one has been placed on Hog Islet to the right, and a splendid tower has been erected on Rubia Point, shewing the entrance of the channel. The Constitucion and her gallant crew will soon be up; they are expected about the end of the month. The Government should reward the hard work of the gallant Commander and his officers.

Mr. Lopez Lecube has rented four leagues of land, situated in the IIIrd Provincial Section South West of Fuerte Argentino, at the rate of $25,000 % per league This is the highest rent paid as yet in that vicinity. Mr. Lecube has also rented four leagues alongside at $20,000 m/c per league per annum. It appears that the railway has put a great spurt into lands down South; the influence is felt even in the IVth Section, where Mr. Cambaceres, Bernasconi and others have rented many leagues of land at 10,000 and $15,000 currency per leagne.

Seven leagues of land situated in the IXth Section of National lands have been sold at $3,000 per league, Names of buyer and seller kept under reserve.

Seven leagues of land, 12 leagues West of Trenquelauquen, near the Vth Meridian, have been sold at 7,500 $m/n per league.

The works of the Pacific Railway are being pushed ahead with great activity. In the Mercedes section (Buenos Aires) the laying of the rails was finished as far as Junin on the 13th instant, and on the same evening a locomotive arrived at the above place. The work of putting up the stations, &c. has been somewhat backward, owing to the scarcity of waggons to convey the materials on the Western line. The number of waggons which the Pacific line had at its disposal to carry the materials has been greatly decreased, and the consequence is that cement, bricks, sand, lime, &c. have all run short. The permanent bridges on the Rio Luijan and the Arroyos Las Pulgas, Moyanos and Leones are now finished, and those at Las Toscas and kilometers 69.500 and 76.500 are well advanced. For the remainder of the way as far as Junin provisional wooden bridges have been put up. The permanent culverts from Mercedes to kilometer 61 are finished and provisional ones have been put up as far as Junin. There are nine stations between Mercedes and Junin:—Mercedes, Franklin, General Rivas, Castillo, Rawson, San Patricio, Chacabuco, Higgins and Junin. The stations Franklin and General Rivas are now finished, and the remainder are well advanced. During the months of April and May there were only 380 tons of materials despatched from Rosario, of which there were 26 tons for provisional wooden bridges, and the whole of the remainder has not even yet arrived, being detained at the stations Villa Maria and Velez Sarsfield for want of waggons. With the exception of 13 waggons belonging to the Central, all the waggons used belonged to the Pacific Railway. To have a quicker despatch of the materials lying in Rosario the Pacific Railway have placed at the disposal of the Central Argentine Railway two locomotives on condition that said line convey not less than 500 tons of rails, sleepers, &c, per month. Mr. Fisher, the manager of the Company, is doing all in his power to facilitate the despatching of the materials. In the meantime the contractors Messrs. Sanchez & Malmen, owing to these difficulties, have sent their bullock troops 'across camp' in order to get some of the materials, which at present prevent them from pushing ahead their works.

The finances of the Provincial Governments of the country are the nebulae that have resisted the strongest glasses in the market. Whenever a provincial finance report puts in an appearance it is greeted with a smile and put aside; Buenos Aires, perhaps, forms the only exception. It may, nevertheless, interest the market that the Santa Fé Government is seriously engaged in a study of the finances of the Province and hopes soon to shunt the backward system of the present into a normal financial groove. Thus the Governor in his message begins with the favorite topic of taxation; there is not even a hint at any reduction of same, but he candidly admits that the contributions might be increased by a more perfect mode of collecting the taxes. The revenue of Santa Fé for 1883 was calculated at $954,000; the following is a list of the Ways and Means:—

Receptorias	$107,425
Revenue	629,828
Prov. Bank in account current	217,188
	954,741

The expenditure was:—

Budget	$879,271
Extraordinary	102,408
Bills due.....	96,342
Interests.....	13,346
Difference exchange.	8,525
Old debts.....	208,747
Special orders	8,624
Default of Carbonell	13,410
Judicial deposits	2,452
	1,333,020

Deducting from the above the balance left in the Receptorias of 122,317, we see that the deficit amounts to about $250,000. The deficit is occasioned by the old debts that had to be paid in 1883. At all events the financial management of Santa Fé is very far indeed from being regular or methodized. On another occasion we will refer to the public debt of the Province.

To the 66 colonies at present established in Santa Fé 14 more will be added this year. These fourteen new colonies have been measured already and colonists have taken possession of many of the concessions. The population of the colonies is calculated at 63,000 souls; it is estimated that each family in the colonies represents a capital of $4,000. The colonists exported over 20,000 tons of wheat last year, and the production is increasing steadily. The Santa Fé Railway, it is thought, will double the production in three years, owing to the great facilities which will be offered for the conveyance of produce. The plantations of linseed, peanuts and other grains have much increased; the farmers have not had the very prosperous results which they anticipated, owing to the crisis in the wheat market.

The Board of the Western Railway has bought seven squares of land situated in Caballito for the erection of workshops and locomotive deposits. The Board paid 540,000 % for six squares belonging to Mr. H. T. Grigg, and 300,000 % for one square belonging to Dn Juan A. Garcia—the latter property has front on the Flores Road which accounts for the disproportion in the price.

Mr. George Bell was welcomed to-day on his return from his estancia in the district of Salto. The camps about there are in splendid condition and look like "alfalfares"; lambing is giving the most satisfactory results, and 30 o/o is calculated as the minimum ratio of increase. On one estancia they marked 20,000 lambs, and both flocks and herds are fat. The season has been most satisfactory and the prospects of the year are excellent.

Six thousand emigrants arrived in B. Aires last month; 4,500 left for Europe, leaving a balance of 1,500. Those who go soon return and bring with them relatives and friends. Crowds of Italians left last month for the Turin exhibition.

Contracts have been already drawn up for the construction of the earthworks of the Cañuelas Railway from Santa Catalina to the terminus. The rails and sleepers have been engaged also, and the railway will be completed before the end of the year. This is good news for the estancieros of the neighbourhood.

Plans have been presented to the Minister of the Interior for the construction of public buildings in the port of Bahia Blanca. The buildings in question will be large, and $80,000 will suffice to cover the expenses of construction. These offices will be erected on the ground ceded by the Province to the National Government. These buildings are much needed, since last March the Bahia Blanca port authorities have resided in a small boat.

The passenger traffic of the Northern Railway for 1883 shews an increase of 150,000 passengers as compared with 1882. This increase is due principally to sweeping reforms made by the manager and to the fact that the Northern suburbs have become the great centres of fashion and wealth in the summer months.

Over 1,500 men are hard at work at the Ensenada port; the excavations are being pushed ahead with great activity. One of the lateral channels reaches already the foot of the Tolosa hills; the central one is much advanced and the third lateral one is approaching completion. An army of workmen is employed at these great earthworks.

Mr. Somerville has arrived from the South. He galloped from Mendoza to San Rafael, thence straight to Victorica and arrived a few days ago on the banks of the Arroyo Corto in Curumaian—a 27 days' ride over eight hundred miles of territory. Mr. Somerville took the train in Arroyo Corto station and arrived here the day before yesterday. This ride of 800 miles across an uninhabited region is worth recalling.

All the estancieros of the Province have 'novillos' for sale. One of the 'gremio' informed us yesterday that he had 200 fat bullocks for sale outside and that the highest offer he got was the miserable sum of 280 % per head. Both cattle and novillos are falling; and the outlook is not promising. Three hundred novillos of 2½ years have been sold in the Corrales at 150 % each—these animals, no doubt, were thin, but the price paid shews the tendency of the market. Cattle are selling freely 'al corte' at 150 and 160 % per head.

Four leagues of land situated in Las Carlotas, Province of Cordova, have been sold at $145,000 % per league. Seller, Mr Grünbein, who has bought four leagues adjoining from Mr. E Rojas, at $5,000 per league.

Messrs. Bullrich and Co. sold to-day 6,6 2 hectares of land situated near the Alfalfa Station on the Southern Railway, at the rate of $351,000 % per league. Buyer, Mr. Jose Rodriguez. The upset price was $200,000 % per league.

Rumors were floated in the Mount yesterday announcing the arrival of telegrams from London with very favorable news of the Banco Uruguayo scheme. The papers say that there is good foundation to the rumor that the two million sterling capital has been subscribed for in London and Paris. There is some question whether the Board reside in London or Paris. If true, this is great news for the Banda Oriental.

The money market rules very easy. The Government has taken several hundred thousand dollars at 6½ o/o. All the private and official banks have lent large amounts, and very large sums are spoken of in connection with loans on stocks. All the so-called 'cauciones' have been renewed, and the easy condition of the market and the plethora of capital around point to a further drop in the rates. In spite of the large amounts taken up these last two days the tendency is one of further ease. The Montevidean money market, meantime, forms a striking contrast; there the market is stringent in the extreme. Discounts are here at 6½, and even lower; in the Mount the best bills are quoted at 11 and 12 per cent. Whilst the Buenos Aires banks are letting out all sail the Montevidean ones are restricting discounts and increasing their reserves. The situation of both markets is as distant as the poles, although the Plate only divides them.

Six leagues of land in the great district of Lincoln have been sold lately at the rate of $272,000 % per league. Seller Mr. Cabral, buyer Mr. Luro.

Messrs. Murrietta & Co. have named Messrs. Escuiel, Ramos Mejia and V. Casares members of the Board of management of their great principality in the Province of Sta. Fé.

Several operations are reported in the maize market at 42 3/8 %, without bag, for export to Europe. The arrivals of grain in the Once continue very heavy.

Captain Hough of the fine steamer Presnitz was welcomed on 'Chunga to-day. This is the popular captain's first visit to the Plate, and he is charmed with the country and its progress. The Parana he says is the finest river in the world.

The change of front in the speculation in the National Bank Shares is the subject of much comment and even of much anxiety when it is borne in mind that thousands and thousands of shares were bought up in the previous month at 140 and thereabouts for next Saturday. The market is aware of the mission that produced the fall last week; the outside elements and weak dealers of the bullish speculation dropped off, sold out and began bearing the market with success. Need it be stated that the old bullish ring has been reinforced with new elements, bearing with them infinitely more influence and capital than the old ones which fell out and began the flanking movement of the last few days? The old Syndicate is now a formidable body, and to-day's operations, the aspect of the market and the rapid rise in the stock shew that there is something in the wind. Affairs in the share speculation look extremely bullish, and if one can give credit to the statements of the new leading bulls, the market will witness a very lively state of affairs for some time to come.

The National Treasury payments will be henceforward effected by drafts on the National Bank. Only small amounts will be paid cash. This is an excellent reform and was much called for. The National Bank is doing all the financial business of the Treasury and Custom House now; as these operations are very large, the Bank will reap good profits.

Several hundred emigrants settled in Brazil have applied to the Argentine Immigration office for employment. This is an ominous fact, as Brazil offers a splendid field for emigration in its Southern Provinces, especially Rio Grande do Sul, where all the German colonies are thriving and prosperous. The current of emigration to this country continues very strong. Several hundred emigrants have been forwarded this week to Santa Fé and Entre Rios, and several hundred as yet remain in the Department. Over one thousand Italians came in the Nord America; there is room for all, and many thousands more. Employment can be found on all sides.

The expropriation of property in the Boca for the extension works is progressing in a most satisfactory manner. Strange to say, many have given to the Board of Management 'carte blanche', offering to cede all the land needed; this has been the case with Messrs. Cañas, Unzué, Fader, Peña and Cambaceres. Others will follow their example. Those who charge for the land do so on most equitable terms. The works are being pushed ahead with the greatest activity.

It is rumored that the Minister of the Interior is devoting special attention at present to the thousands of documents referring to petitions for lands on the frontier and other parts of the territory. There are petitions on the shelves lying there for the last ten years. This rumor will be welcomed with satisfaction by all the settlers on the old frontier lands. Many of these have stocked their lands for years, have built estancia houses and spent much money in hopes of getting their titledeeds soon. The Minister should look into this and despatch the requests this session.

The following extracts of a letter received from Arroyo Corto will be read with interest:

I wish you could got a chance of impressing on S. Railway people that the extension is more for cargo than passengers, they put on more coaches than are required and leave the cargo fooling around La Gama. Until cargo is looked upon as paying as well as passengers we shall be left in the cold out here. There is not even a luggage train service, and it is only when blocked at La Gama that they run a special. This place alone takes ten waggons daily. There is a large quantity of cargo at La Gama for this place.

The above corroborates what we heard last week from a high authority, that the S. Railway requires 2,000 more waggons and 30 locomotives to keep up with the traffic.

Several estancieros from the north of Santa Fe arrived this morning from Rosario. They report the crops splendid. Lands east of the Javier, 40 leagues north of the city of Santa Fe, are selling at 10,000 national dollars per league, and very hard to get at that price, as the owners ask 15 and 16,000 m/n per league. The whole country up there is growing very fast, novillos selling at 12 national dollars Ramayon's estancia, 32 square leagues and 45,000 head of cattle, the largest property about. The colonies are springing up on all sides, and the year has been one of the most remarkable prosperity up there. The cattle, as a rule, give an increase of 35 to 40 per cent.

Four engineers are at present making surveys in the port of Rosario from the grain deposits to the station of the Casado Railway. A detailed report has been drawn up giving the position, depth and direction of all the channels of the river, of the position and size of the banks and of the water levels. These preliminary works will soon be completed. In August the port works will be in full activity. When these works are finished Rosario will boast of the finest port in the Republic and will completely eclipse the Riachuelo. The Government should now begin to dredge the channel at Martin Garcia, a job that would entail little expense or work, and would be welcomed by all steamer agents and masters of sailing vessels. At present delays are frequent when the Parana falls.

The sale of three leagues of camp in the Venado Tuerto, by Mr J B Gahan to Messrs W R Thompson and G F Thompson, is announced for the round sum of one million and forty thousand dollars %, being at the rate of three hundred and fifty thousand dollars % per league. The land adjoins the estancia of Mr. H Rourke and Mr E Dillon, and is known on the Venado Tuerto Plan as Nos. 9, 10, and 11, which were sold at auction in March, 1881, for 130,000 % per league and bought by the editor of this paper, who resold the "lotes" to Mr Gahan at a profit. The land is well known, having been inspected by many parties who were anxious to rent same, being about the three finest and best lots on the whole Venado Tuerto, and we congratulate Messrs. Thompson on their splendid purchase. They leave at once to arrange for the fencing of the land, and the 5,000 head of cattle which they have in Santa Fe will be put on it at once. The whole district is settled on and stocked by Irish sheepfarmers, who, after a two years' experience up there, pronounce these camps as equal to some selling at four times the price inside.

The news from Tucuman is most favorable. Never before have they had such a cane season, and the extent of country now under cane leaves nothing to doubt that before another 3 years the supply of sugar will surpass the consumption. The total annual consumption of sugar in the Republic is estimated at TEN MILLIONS of arrobes, and the crop this year is estimated at 2½ millions, which shows how much we have to grow; but last year the crop was hardly 900,000 arrobes, and we have now nearly double the number of sugar mills to feed that we had when General Roca took office. At present they are so short of sugar that they are carrying sugar from Rosario to Tucuman now by every train. One of the newest and largest sugar mills in Tucuman belongs to a new Joint Stock Sugar Company formed in Cordova, capital $40.000 stg. We hear that it is even larger than Mr. Posse's. We may estimate the value of the new sugar and aguardiente crop at something over six millions of National Dollars, which is always a most important item, and a new era in the trade returns. Tucuman is rapidly filling up with Italians; every train takes up hundreds of families, all forwarded free by the Government, and Mr. Tedin, the Director of the Tucuman Railway, says most of the Italians come up for the Government Railway works, but that they start for themselves in the cane and farms, and turn to planting sugar cane. The present average price of a square of sugar cane land in Tucuman is 200 Nat. Dollars. In Mendoza there is a great movement going on in vine planting, caused by the splendid prices paid by the wine makers for the grape, and favored parties from Buenos Aires have bought hundreds of good, well irrigated and well situated vine lands for from 100 to 300 Bolivianos per square. Governor Ortega says that fifty thousand pats invested in vines and vine land will after two years give a clear rental of $100,000 m/n, say close on £20,000 stg., or a per annum, on an investment of only 10,000 stg., and this in the finest country and